Oregon Micro-Imaging, Inc.

1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

START OF ROLL

ROLL

244

AGENCY NAME:

ODot Support Services

SERIES TITLE:

Contracts

FIRST RECORD ON REEL:

Contract # 9684

REDUCTION RATIO:

21X

Refilm

At End Of Roll

To Correct out

of Frame Document

For File 9694

1983 Greenwood Dr. NE-Manbrin 9684
Dr. N. Marion Co. (Grading, paving,
signing and signals)

. 9684

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE: 5/21/91**

IX-1725(1)(2)

COUNTY: Marion **AGREEMENT NO.: 7697** **PROJECT NOS.: IX-0000 (55)**

CONTRACT NO.: 9,684 **SECTION: Greenwood Dr. NE–Manhorn Dr. (Cherry Avenue)**

PRELIMINARY ENGINEERING (Project No. IX-1725(1), EA No. C324-1901)

	Participating	Nonparticipating
Engineering by County	$ 623.07	$
Engineering by State		
Project Manager	939.77	
Final Design	11,694.05	
Preliminary Design	1,363.03	
R/W Descriptions	271.51	
Traffic Engineering	1,372.83	
R/W Liaison	48.25	
Program Section	297.15	
Specifications	2,807.90	
Environmental Studies	1,355.84	
Utility Liaison	75.76	
Urban Studies	1,632.25	
Total	$ 22,481.41	$ 0.00
Less Federal Funds	-19,109.20	
BALANCE DUE FROM COUNTY	**$ 3,372.21**	

SS007.pj

RIGHT-OF-WAY (Project No. IX-1725(2), EA NO. C324-2534)

	Participating	Nonparticipating
Net Cost of Land	$ 176,743.00	$
Cost of Buildings	50,675.00	
Sale of Buildings	-3,308.04	-175.00
Cost of Landscaping	4,932.00	
Severance Costs	10,300.00	
Appraisal Costs	9,726.83	
Grants to Local Governments	-845.10	
Title Expenses	1,657.54	
Taxes	1,185.68	
Negotiation Expenses	11,784.32	
Legal Expenses	5,175.94	
Property Management	87.92	
Relocation Costs	5,189.90	175.00
Program Section	18.18	
R/W Office Expense	1,569.44	
R/W Descriptions	57.63	
R/W Liaison	18.22	
Total	$ 274,968.46	$ 0.00
Less Federal Funds	$ -233,732.19	
Less Advance Deposit	-37,500.00	
BALANCE DUE FROM COUNTY	**$ 3,736.27**	

CONSTRUCTION (Project No. IX-0000(55), EA No. C09684)

	Participating	Nonparticipating
Contract Payments	$ 402,090.06	$
Interest on Contract Payments		721.03
SFO #1 Permanent Striping	566.55	
SFO #2 Signal Controller Software	509.96	
SFO #3 Signal Turn On	3,850.00	
SFO #4 Reflective Buttons	386.21	

SS007.pj

SFO #5 Traffic Signal Maintenance	$	$ 749.25
SFO #6 R/W Monumentation	1,644.84	22.50
Engineering by County	613.83	
Engineering by State		
Project Manager	51,043.97	21,090.29
Technical Support	5,922.00	
Program Section	107.48	
Material Testing	2,424.04	
Construction Section	1,101.64	
Training	132.01	
Accounting	12.17	
Total	$ 470,404.76	$ 22,583.07
Less Federal Funds	-399,844.04	
Balance of Cost	$ 70,560.72	$ 22,583.07
Total County Share	$ 93,143.79	
Less Advance Deposit	-68,400.00	
BALANCE DUE FROM COUNTY	**$ 24,743.79**	

SUMMARY OF BALANCE DUE FROM COUNTY

Preliminary Engineering	$ 3,372.21
Right-of-Way	3,736.27
Construction	24,743.79
TOTAL BALANCE DUE FROM COUNTY	**$ 31,852.27**

SS007.pj

.9684 09684 324-1092

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

4-17-91

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO (INSERT OFFICIAL OR DEPOSITARY NAMED IN PROJECT)

Treasurer of the State of Oregon

ADDRESS

Capitol Building
Salem

PAID BY

(For use of Paying Office)

STATE

Oregon 97310

VOUCHER TYPE *(Check Appropriate Block)*

	CURRENT BILLING
	OTHER PROGRESS
X	FINAL VOUCHER (*)

VOUCHER PERIOD

FROM 02 01 85

TO 01 31 86

FEDERAL AID PROJECT NO. IX 0000(55)

(*) Use Form FHWA - 1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117)

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO - RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
483,271.31 9,716.52	460,688.24 9,716.52	85.00 85.00	391,585.00 8,259.04	391,585.00 8,259.04	
492,987.83	470,404.76		399,844.04	399,844.04	-0-

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements ; applicable State and Federal laws or regulations; and that no claim has been previously submitted for costs claimed.

STATE HIGHWAY AGENCY	DATE	SIGNATURE OF AUTHORIZED OFFICIAL
Oregon	4/17/91	Robert E Wenberg ASSISTANT CONTROLLER

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED
$0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR -20 REV 5-78

GREENWOOD DR. N.E.-MANBRIN DR. N. SECTION
RIVER RD. N.-CHARRY AVE. N.E.
MARION COUNTY

CONSTRUCTION

TYPE CODE I000
ROADWAY

FINAL CONTRACT PAYMENT SUMMARY	LUMP SUM	$173,612.19
SFO 1 Permanent Striping (State)	All Required	566.55
SFO 4 Reflective Buttons (Marion Co.)	All Required	386.21
SFO 6 Right of Way (State)	All Required	1,644.84
TOTAL		$176,209.79

TYPE CODE Y008
CHANNELIZATION

FINAL CONTRACT PAYMENT SUMMARY	LUMP SUM	$166,803.87
TOTAL		$166,803.87

402.020.0E

TYPE CODE Y031
SIGNALS

FINAL CONTRACT PAYMENT SUMMARY	LUMP SUM	$ 61,674.00
SFO 2 State Furn. Softrware Program	All Required	509.96
SFO 3 Signal Turn-On (State)	All Required	3,850.00
TOTAL		$ 66,033.96

CONSTRUCTION ENGINEERING

STATE	ALL REQUIRED	$ 60,743.31
Marion County	All Required	613.83
TOTAL ENGINEERING COST		$ 61,357.14

TOTAL PARTICIPATING PROJECT COST $470,404.76

NON-PARTICIPATING PROJECT COST

SFO 5 Traffic Signal Maint. (Marion Co)	All Required	$ 749.25
Interest on Contract Payment	All Required	721.03
Construction Engineering	All Required	21,112.79
TOTAL NON PARTICIPATING PROJECT COST		$ 22,583.07
TOTAL PROJECT COSTS		$492,987.83

REQUIRED AUDITS CONDUCTED, ANY NECESSARY ADJUSTMENTS HAVE BEEN MADE.

IX-0000(55)

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS — JUNE 1985 — PAGE 351

DESCRIPTION	PREFIX	FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	YRS END
	324	1090	921	00	P 1			53.87	83	84
	324	1090	940	00	P 1			301.30	83	84
	324	1090	944	00	P 1		19.60	175.33	83	85
	324	1090	945	00	P 1	2.13CR	422.04	637.44	83	85
	324	1090	948	00	P 1			222.46	84	84
	324	1090	985	00	P 1			59.22	83	84
			TOT		P1	2.88CR	670.91	55,107.00		
			** JOB TOTALS **			2.88CR**	670.91 **	55,107.00 **		
GREENWOOD DR-NE MANBRIN DR	CONT NO 9684		FA PROJ NOS X10 0000055 100 X10 0000055						STATE	
	324	1092	201	00	P 1		1,173.42	401,991.76	83	85
	324	1092	203	00	P 1			750.00CR	84	84
	324	1092	204	00	P 1		14,833.00	5,000.00CR	83	84
	324	1092	210	02	P 1			509.96	84	84
	324	1092	270	01	P 1	117.87	416.26	666.55	84	85
	324	1092	270	03	P 1			3,850.00	84	84
	324	1092	270	04	P 1			386.21	84	84
	324	1092	296	00	N 9		22,703.00CR	476,816.86CR	83	85
	324	1092	297	00	N 9			58,488.88	83	84
	324	1092	298	00	N 9		22,703.00	408,416.00	83	85
	324	1092	900	00	P 1	26.54CR	14,595.60CR	46,780.63	83	85
	324	1092	900	00	P 2		21,108.96	21,108.96	85	85
	324	1092	900	00	N 1			181.00	83	84
	324	1092	911	00	P 1			109.71	83	84
	324	1092	920	00	P 1	.14CR	30.90	107.43	83	85
	324	1092	940	00	P 1		653.00	2,293.30	83	84
	324	1092	941	00	P 1			24.37	83	84
	324	1092	942	00	P 1			22.43	83	84
	324	1092	944	00	P 1	4.80CR	1,062.51	5,563.91	83	85
	324	1092	945	00	P 1	12.87	671.82	872.58	83	85
	324	1092	946	00	P 1			3,218.23	83	84
	324	1092	948	00	P 1			844.51	84	84
	324	1092	950	00	P 1			132.01	84	84
			TOT		P1	99.26	4,242.31	461,524.14		
			TOT		P2		21,108.96	21,108.96		
			TOT		N1			181.00		
			** JOB TOTALS **			99.26 **	25,351.27 **	482,814.10 **		
SALEM DITCH (STAYTON) BR	CONT NO 9759		FA PROJ NOS BROS2402003 100						STATE	
	324	1094	201	00	P 1	188.30	11,495.16	58,893.64	84	85
	324	1094	201	00	N 1		563.00	563.00	84	84
	324	1094	204	00	P 1	2,963.42	2,369.92		84	85
	324	1094	206	00	N 1	324.85	324.35	324.85	85	85
	324	1094	296	00	N 9	38.82CR	9,790.23CR	52,725.05CR	84	85
	324	1094	298	00	N 9	38.82	9,790.23	52,725.05	84	85
	324	1094	900	00	P 1	16.22	853.98CR	7,161.39	84	85
	324	1094	900	00	N 1		33.95	33.95	85	85

JOB COST SUMMARY RUN ON 05-17-91
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 05/11/91
FOR EXPENDITURE ACCOUNT C09684

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE	
C09684	000	010	001	0813			55.59	
C09684	000	010	001	0821			173.47	
OBJ-DETAIL 001							229.06	
ACTIVITY 010							229.06	SUBTOTAL - const
C09684	000	899	302	R			5,000.00	
OBJ-DETAIL 302							5,000.00	cont.
C09684	000	899	555	0521			3.43	
OBJ-DETAIL 555							3.43	account
ACTIVITY 899							5,003.43	SUBTOTAL
C09684	000	901	001	7365			219.18	
OBJ-DETAIL 001							219.18	
C09684	000	901	504	7363			23.70	
C09684	000	901	504	7612			5.60	
OBJ-DETAIL 504							29.30	
ACTIVITY 901							248.48	SUBTOTAL - tech
C09684	000	940	001	8221			83.34	
OBJ-DETAIL 001							83.34	
ACTIVITY 940							83.34	SUBTOTAL - mat'l
C09684	000	983	001	2042			119.59	
C09684	000	983	001	8014			1,385.75	
C09684	000	983	001	8054			90.59	
OBJ-DETAIL 001							1,595.93	
C09684	000	983	030	8014			46.39	
OBJ-DETAIL 030							46.39	
C09684	000	983	470	8014			2.52	
OBJ-DETAIL 470							2.52	
ACTIVITY 983							1,644.84	SUBTOTAL - SFO #4
SUB-JOB 000 SUBTOTAL							7,209.15	

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

JOB COST SUMMARY RUN ON 05-17-91
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 05/11/91
FOR EXPENDITURE ACCOUNT C09684

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE
C09684	001	899	349	8014			721.03
							721.03
OBJ-DETAIL 349							
							721.03 SUBTOTAL
ACTIVITY 899							
C09684	001	983	470	8014			22.50
							22.50
OBJ-DETAIL 470							
							22.50 SUBTOTAL
ACTIVITY 983							
							743.53
SUB-JOB 001 SUBTOTAL							
C09684	010	899	299	8014			181.00 ***
							181.00
OBJ-DETAIL 299							
							181.00 SUBTOTAL
ACTIVITY 899							
C09684	010	900	598	8014		20,909.29	20,909.29
C09684	010	900	598	8014	SF05	749.25	749.25
						21,658.54	21,658.54
OBJ-DETAIL 598							
						21,658.54	21,658.54 SUBTOTAL
ACTIVITY 900							
						21,658.54	21,839.54
SUB-JOB 010 SUBTOTAL							
C09684	011	144	341	2060	SF05		749.25
							749.25
OBJ-DETAIL 341							
							749.25 SUBTOTAL
ACTIVITY 144							
C09684	011	899	199	8021			.93
							.93
OBJ-DETAIL 199							
C09684	011	899	299	8014			461,524.14 ***
							461,524.14
OBJ-DETAIL 299							
C09684	011	899	300	8014			848.30
C09684	011	899	300	8021			848.30
OBJ-DETAIL 300							
C09684	011	899	341	2060			613.83
							613.83
OBJ-DETAIL 341							

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

JOB COST SUMMARY RUN ON 05-17-91
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 05/11/91
FOR EXPENDITURE ACCOUNT C09684

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE	
C09684	011	899	598	0631			-8,765.87	
OBJ-DETAIL	598						-8,765.87	
ACTIVITY	899						454,221.33	SUBTOTAL
C09684	011	900	598	8014		-.01	-1,500.23	
OBJ-DETAIL	598					-.01	-1,500.23	
ACTIVITY	900					-.01	-1,500.23	SUBTOTAL
C09684	011	901	001	0521			8.74	
OBJ-DETAIL	001						8.74	
ACTIVITY	901						8.74	SUBTOTAL
SUB-JOB	011	SUBTOTAL				-.01	453,479.09	
C09684	021	899	299	8014			21,108.96	***
OBJ-DETAIL	299						21,108.96	
C09684	021	899	598	0631			8,765.87	
OBJ-DETAIL	598						8,765.87	
ACTIVITY	899						29,874.83	SUBTOTAL
C09684	021	900	598	8014		-20,909.28	-19,409.06	
C09684	021	900	598	8014	SF05	-749.25	-749.25	
OBJ-DETAIL	598					-21,658.53	-20,158.31	
ACTIVITY	900					-21,658.53	-20,158.31	SUBTOTAL
SUB-JOB	021	SUBTOTAL				-21,658.53	9,716.52	
EA	C09684	TOTAL					492,987.83	

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

9,681

TO BE COMPLETED BY FHWA		Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 5-64	U.S. Department of Transportation Federal Highway Administration	State: Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 5-16-90	County: Marion
MODIFICATION NUMBER 5		Project Number: IX-0000(55)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 3 , 19 83 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 487,091.00	$ 492,066.00
Federal funds	$ 391,585.00	$ 391,585.00 (178)
Other revisions	22,441.00	26,669.00 (580)

This modification is made for the following reasons: to include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 16TH day of MAY , 19 '90 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Donald C. Forbes

MANAGER, PROGRAM SECTION
(Title)

By For: DONALD E. FORBES, P.E.

STATE HIGHWAY ENGINEER
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: RICHARD G. FAIRBROTHER

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON MAY 10, 1990

FEDERAL AID PROJECT NO. IX-0000(55)

Greenwood Dr. N. E.-Manbrin Dr. N. Section
River Rd. N.-Charry Ave. N. E.
Marion County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway 4 Lanes (Sta. "RR" 82+15 to "RR" 94+40)

ITEM	UNIT	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
General Excavation	Cu. Yd.	$ 5.25	1,388	$ 7,287.00	2,335.62	$ 12,262.00
				$ 7,287.00		$ 12,262.00
				Net Increase		$ 4,975.00
Subtotal including engineering from previous estimate of March 9, 1987						$ 214,378.00
				Total		$ 219,353.00

Type Code Y008 Channelization (Sta. "CA" 8+00 to "CA" 14+00; "MT" 0+30 to "MT" 5+40.53; "RR" 82+15 to "RR" 94+40)

Total including engineering from previous estimate of March 9, 1987 $ 196,815.00

Type Code Y031
Signals (2 Locations)

Total including engineering from previous estimate of March 9, 1987 $ 75,898.00

Length of 4-Lane Roadway ---------- 0.23 mi.

Cost of Roadway per Mile ---------- $953,708.70

Retain in Program

Total as on previous estimate of March 9, 1987 $ 1,500.00

Summary of Funds (85%)

Description	Appn	Total Cost	Federal Funds	County Funds
Roadway	178	$ 195,409.00	$ 166,097.00	$ 29,312.00
Roadway	580	23,944.00	20,352.00	3,592.00
Channel	178	190,373.00	161,817.00	28,556.00
Channel	580	6,442.00	5,475.00	967.00
Signals	178	74,908.00	63,671.00	11,237.00
Signals	580	990.00	842.00	148.00
Subtotal Obligated Amt.		$ 492,066.00	$ 418,254.00	$ 73,812.00
Retain in Program				
Retain	580	$ 1,500.00	$ 1,275.00	$ 225.00
Total		$ 493,566.00	$ 419,529.00	$ 74,037.00

Contract No. 9,684
Prefix No.: C324-1901 (P.E.)
C90684

DDB:pk

9684

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA		
MONTHLY TRANSACTION NUMBER 3-163	U.S. Department of Transportation **Federal Highway Administration**	State: Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County: Marion
MODIFICATION NUMBER 4	3-16-87	Project Number: IX-0000(55)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 3 , 19 83 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 480,490	$ 487,091
	391,585 (178)	391,585 (178)
Federal funds	$ 16,831 (580)	$ 22,441 (580)
Other revisions		

This modification is made for the following reasons:

To include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 16th day of MAY , 19 '87

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

By For: Larry Rulien

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen 3:16

Oregon State Highway Division
Salem, Oregon March 9, 1987

Federal-Aid Project No. IX-0000(55)

Greenwood Dr. N.E.-Manbrin Dr. N. Section
River Road N.-Cherry Ave. N.E.
Marion County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway 4-Lane (Sta. "RR" 82+15 to "RR" 94+40)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Flagmen	$ 10.00	400	$ 4,000.00	661	$ 6,610.00
Furnish and Placing Topsoil	11.50	100	1,150.00	142	1,633.00
8-inch Sewer Pipe	13.00	187	2,431.00	241	3,133.00
12-inch Sewer Pipe	13.00	341	4,433.00	367	4,771.00
Concrete Curbs	4.25	3,700	15,725.00	3,845.40	16,342.00
Concrete Islands	175.00	4	700.00	7.16	1,253.00
Drainage Curb	2.30	50	115.00	185	425.00
Adjusting Manholes	200.00	5	1,000.00	6	1,200.00
Type "EE" Signs in Place	9.00	23	207.00	47.23	425.00
Class "C" AC (PA #1A)	12.68	---	---	44.95	570.00
			$29,761.00		$36,362.00

Subtotal, including engineering from previous Estimate of 1/29/85 $207,777.00
Total Increase 6,601.00
Total $214,378.00

Type Code Y008
Channelization (Sta. "CA" 8+00 to "CA" 14+00)("MT" 0+30 to "MT" 5+40.53)("RR" 82+15 to "RR" 94+40)

Total, including engineering from previous Estimate of 1/29/85 $196,815.00

Type Code Y031
Signals (2 locations)

Total, including engineering from previous Estimate of 1/29/85 $ 75,898.00

Length of 4-Lane Roadway ---------- 0.232 mile
Cost of Roadway Per Mile ---------- $924,043.10

WORK RETAIN PROGRAM

Replace existing landscape	All Required	$ 1,000.00
Relocate existing irrigation line	All Required	500.00

SUMMARY OF FUNDS (85%)

Description	Appn Code	Total Cost	Federal Funds	County Funds
4-Lane Roadway	178	$195,409.00	$166,097.00	$29,312.00
	580	18,969.00	16,123.00	2,846.00
Channelization	178	190,373.00	161,817.00	28,556.00
	580	6,442.00	5,476.00	966.00
Signals	178	74,908.00	63,671.00	11,237.00
	580	990.00	842.00	148.00
		$487,091.00	$414,026.00	$73,065.00

Sub-Job 010 = 0%; Sub-Job 011 = 100%
Contract No. C09684
Prefix No.: C324-1901
Prefix No.: C324-1092

DDB:me

9674

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation Federal Highway Administration	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 2-26			State: Oregon
PROJECT REPORT NUMBER			County: Marion
MODIFICATION NUMBER 3		2-1-85	Project Number: IX-0000(55)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 3, 19 83, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 475,228.00	$ 480,490.00
	391,585.00	391,585.00 (178)
Federal funds	$ 12,358.00	$ 16,831.00 (580)
Other revisions		

This modification is made for the following reasons: to include increases in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 1st day of February, 19 85.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

~~XXX~~ For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

(FN FILE

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JANUARY 29, 1985

FEDERAL AID PROJECT NO. IX-0000(55)

GREENWOOD DR., N.E. MANBRIN DR., N. SECTION
RIVER ROAD N.-CHERRY AVE., N.E.
MARION COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE 1000
4-LANE ROADWAY (STA. "RR" 82+15 TO
STA. "RR" 94+40)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Roadside Seeding & Mulching (FA#1)	$ ---	---	---	---	$ 271.59
Adjust Private Utilities (FA #2)	---	---	---	---	1,563.07
Adjust Inlet Covers (FA #3)	---	---	---	---	111.28
					$ 1,945.94

Increase	$	1,945.94
Subtotal on Project Agreement Estimate of November 5, 1984		178,730.16
Subtotal	$	180,676.10
Engineering		27,100.90
Total	$	207,777.00

TYPE CODE Y008
CHANNELIZATION (STA. "CA" 8+00 TO STA. "CA 14+00)(STA. "MT" 0+30 TO STA. "MT" 5+40.53)
(STA. "RR" 82+15 to STA. "RR" 94-40)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Roadside Seeding & Mulching (FA#1)	$ ---	---	---	---	$ 270.00
Adjust Private Utilities (FA #2)	---	---	---	---	1,400.00
Adjust Inlet Covers (FA #3)	---	---	---	---	100.00
					$ 1,770.00

Increase	$	1,770.00
Subtotal on Project Agreement Estimate of November 5, 1984		169,373.89
Subtotal	$	171,143.89
Engineering		25,671.11
Total	$	196,815.00

TYPE CODE Y031
SIGNALS (2 LOCATIONS)

Subtotal on Project Agreement Estimate of September 6, 1983	$	65,999.00
Engineering		9,899.00
Total	$	75,898.00

Length of 4-Lane Roadway ---------- 0.232 mile mi.
Cost of Roadway Per Mile ----------$895,590.52

WORK RETAINED IN PROGRAM

Replace Existing Landscaping	All Required	$	1,000.00
Relocate Existing Irrigation Lines	All Required		500.00

SUMMARY OF FUNDS

Description	Appn Code	Total Cost	Federal Funds	County Funds
4-Lane Roadway	178	$ 195,409.00	$ 166,097.00	$ 29,312.00
	580	12,368.00	10,513.00	1,855.00
Channelization	178	190,373.00	161,817.00	28,556.00
	580	6,442.00	5,476.00	966.00
Signals	178	74,908.00	63,671.00	11,237.00
	580	990.00	842.00	148.00
Total		$ 480,490.00	$ 408,416.00	$ 72,074.00

Group 1
Contract No. 9684
Prefix: 324-1901
Prefix: 324-1092
WH:bkb

STATE COPY

TO BE COMPLETED BY FHWA		
MONTHLY TRANSACTION NUMBER 12-17-20	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State: Oregon
MODIFICATION NUMBER 2	11-x-24	County: Marion
		Project Number: IX-0000(55)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 3, 19 83, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 460,690.00	$ 475,228.00
Federal funds	$ 391,585.00	$ ~~403,943.00~~ 391,585. 178
Other revisions		12,358 580 sw

This modification is made for the following reasons:

To include increased construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 8th day of November, 19 84.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

XXy For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON NOVEMBER 5, 1984

FEDERAL AID PROJECT NO. IX-0000(55)

Greenwood Dr., N.E.-Manbrin Dr., N. Section
River Road N.-Cherry Ave., N.E.
Marion County

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE I000
4-Lane Roadway (Sta. "RR" 82+15 to Sta. "RR" 94+40)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT	
Flagmen	$ 10.00	200	$ 2,000.00	307	$ 3,070.00	
Concrete Driveways	12.50	350	4,375.00	481	6,012.50	
Extra for Asphalt Driveways	8.00	120	960.00	857	6,856.00	
			$ 7,335.00		$15,938.50	
					Increase	$ 8,603.50
	Subtotal on Project Agreement Estimate of September 6, 1983					170,126.66
					Subtotal	$178,730.16
					Engineering	26,809.84
					Total	$205,540.00

Type Code Y008
Channelization (Sta. "CA" 8+00 to Sta. "CA 14+00)(Sta. "MT" 0+30 to Sta. "MT" 5+40.53)
(Sta. "RR" 82+15 to Sta. "RR" 94+40)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT	
Flagmen	$ 10.00	200	$ 2,000.00	307	$ 3,070.00	
Concrete Driveways	12.50	150	1,875.00	206	2,575,00	
Extra for Asphalt Driveways	8.00	80	640.00	570	4,560.00	
			$ 4,515.00		$10,205.00	
					Increase	$ 5,690.00
	Subtotal on Project Agreement Estimate of September 6, 1983					163,683.89
					Subtotal	$169,373.89
					Engineering	25,406.11
					Total	$194,780.00

Type Code Y031
Signals (2 locations)

Total on Project Agreement Estimate of September 6, 1983 $ 74,908.00

Length of 4-Lane Roadway ---------- 0.232 mile
Cost of Roadway Per Mile ---------- $841,090.52

WORK RETAINED IN PROGRAM

Replace Existing Landscaping	All Required	$ 1,000.00
Relocate Existing Irrigation Lines	All Required	500.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	~~State~~ Co. Funds
4-Lane Roadway	$ 205,540.00	$ 174,709.00	$ 30,831.00
Channelization	194,780.00	165,563.00	29,217.00
Signals	74,908.00	63,671.00	11,237.00
TOTAL	$ 475,228.00	$ 403,943.00	$ 71,285.00

Group 1: 100%	178	460,690	391,585.
Contract No. 9684			
Prefix: 324-1901	580	14,538	12,358.
Prefix: 324-1092			

DDB:me

9684

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation Federal Highway Administration	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 8-137	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	State: Oregon
PROJECT REPORT NUMBER	9-13-84	County: Marion
MODIFICATION NUMBER 1		Project Number: IX-0000(55)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 3 , 19 83 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 453,782.00	$ 460,690.00
Federal funds	$ 385,713.00	$ 391,585.00
Other revisions		

This modification is made for the following reasons:

To include increased construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 13th day of August , 19 84 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

XXBy For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON AUGUST 7, 1984

FEDERAL AID PROJECT NO. IX-0000(55)

Greenwood Dr., N.E. - Manbrin Dr., N. Section
River Road N. - Cherry Ave., N.E.
Marion County

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE I000
4-Lane Roadway (Sta. "RR" 82+15 to Sta. "RR" 94+40)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT	
General Excavation	$ 5.25	1,066	$5,596.50	1,388	$7,287.00	
Aggregate Shoulders	10.00	20	200.00	55	550.00	
		Subtotals	$5,796.50		$7,837.00	
					Increase	$ 2,040.50
		Subtotal on Project Agreement Estimate of September 6, 1983				170,126.66
					Subtotal	$172,167.16
					Engineering	23,241.84
					Total	$195,409.00

TYPE CODE Y008
Channelization (Sta. "CA" 8+00 to Sta. "CA" 14+00)(Sta. "MT" 0+30 to Sta. "MT" 5+40.53)(Sta. "RR" 82+15 to Sta. "RR" 94+40)

General Excavation	$ 5.25	1,678	$8,809.50	2,183.99	$11,465.95	
Aggregate Shoulders	10.00	80	800.00	218.97	2,189.70	
		Subtotals	$9,609.50		$13,655.65	
					Increase	$ 4,046.15
		Subtotal on Project Agreement Estimate of September 6, 1983				163,683.89
					Subtotal	$167,730.04
					Engineering	22,642.96
					Total	$190,373.00

TYPE CODE Y031
Signals (2 Locations)

Total on Project Agreement Estimate of September 6, 1983 $ 74,908.00

Length of 4-lane roadway ---------- 0.232 mile
Cost of roadway per mile ---------- $841,090.52

WORK RETAINED IN PROGRAM

Replace Existing Landscaping	All Required	$ 1,000.00
Relocate Existing Irrigation Lines	All Required	$ 500.00

SUMMARY OF FUNDS (85%)

Description	Total Cost	Federal Funds	County Funds
4-lane roadway	$195,409.00	$166,097.00	$29,312.00
Channelization	190,373.00	161,817.00	28,556.00
Signals	74,908.00	63,671.00	11,237.00
TOTAL	$460,690.00	$391,585.00	$69,105.00

Group 1: 100%
Contract No. 9684
Prefix: 324-1901
Prefix: 324-1092

WH:me

9621.

OMB No. 04-R2089

TO BE COMPLETED BY FHWA	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NO. 10-13	FEDERAL-AID PROJECT AGREEMENT 10-21	Oregon
		County Marion
		Project No. IX-0000(55)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Greenwood Dr. N.E.-Manbrin Dr. N.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-22-83	0.232
OTHER *(Specify)*		

FUNDS PRO RATA 85.0%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 453,782.00	$ 385,713.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By [signature]

Manager, Program Section
(Title)

By For: H.S. Coulter, P.E.

XXX

State Highway Engineer
(Title)

By _____

_____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator JUN 3 1983

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen File

Oregon State Highway Division
Salem, Oregon September 6, 1983

Federal-Aid Project No. IX-0000(55)

Greenwood Dr. NE-Manbrin Dr. N. Section
River Road N. + Cherry Ave. NE
Marion County

PROJECT AGREEMENT ESTIMATE

Type Code I000
4-Lane Roadway (Sta. "RR" 82+15 to Sta. "RR" 94+40)

Mobilization	49%	All Required		$	15,734.16
Temporary Protection and Direction of Traffic	66%	All Required			4,455.00
Temporary Signs	140	Sq. Ft.	7.00		980.00
Temporary Barricades	5	Each	60.00		300.00
Temporary Traffic Signal Installation	1	Each	27,641.00		27,641.00
Temporary Plastic Safety Markers	12	Each	35.00		420.00
Flagmen	200	Hour	10.00		2,000.00
Clearing and Grubbing	50%	All Required			16,500.00
Removal of Structures and Obstructions	50%	All Required			1,250.00
General Excavation	1,066	Cu. Yd.	5.25		5,596.50
Trench Excavation	12	Cu. Yd.	7.00		84.00
Finishing Roadbed and Slopes	50%	All Required			750.00
Furnishing and Placing Topsoil	50	Cu. Yd.	11.50		575.00
Watering	35	M-Gal.	1.00		35.00
Aggregate Shoulders	20	Ton	10.00		200.00
Cement Treated Base Mixture	1,000	Ton	10.50		10,500.00
Portland Cement in CTB Mixture	60	Ton	65.00		3,900.00
Asphalt in Seal	3	Ton	250.00		750.00
Aggregate in Choke Seal	13	Ton	1.00		13.00
Class "C" Asphalt Concrete Mixture	2,100	Ton	12.00		25,200.00
Asphalt H Cement Mixture	126	Ton	160.00		20,160.00
8-inch Sewer Pipe	114	Lin. Ft.	13.00		1,482.00
Extra for Pipe Under Pavement	18	Lin. Ft.	15.00		270.00
Concrete Inlets, Type CG-3	7	Each	400.00		2,800.00
Concrete Walks	850	Sq. Yd.	10.00		8,500.00
Concrete Driveways	350	Sq. Yd.	12.50		4,375.00

Concrete Curbs	2,200	Lin. Ft.	4.25		9,350.00
Extra for Asphalt Approaches	2	Each	200.00		400.00
Extra for Asphalt Driveways	120	Sq. Yd.	8.00		960.00
Drainage Curb	50	Lin. Ft.	2.30		115.00
Adjusting Manholes	1	Each	200.00		200.00
Adjusting Inlets	1	Each	200.00		200.00
Capping Inlets	5	Each	200.00		1,000.00
Removal of Existing Signs	10%	All Required			15.00
Wood Sign Posts	40%	All Required			20.00
Type "C" + "D" Signs in Place	16	Sq. Ft.	7.00		112.00
Type "U" Signs in Place	9	Sq. Ft.	10.00		90.00
Type "T" Signs in Place	15	Sq. Ft.	7.00		105.00
Move & Reinstall Existing Signs	50%	All Required			100.00
				$	167,137.66

Anticipated Items

Permanent Pavement Striping	49%	All Required		$	1,960.00
Temporary Pavement Striping	49%	All Required			784.00
Roadside Seeding and Mulching	49%	All Required			245.00
				$	2,989.00
			Subtotal	$	170,126.66
			Engineering		22,966.34
			Total	$	193,093.00

Type Code Y008
Channelization (Sta. "CA" 8+00 to Sta. "CA" 14+00)(Sta. "MT" 0+30 to Sta. "MT" 5+40.53)(Sta. "RR" 82+15 to Sta. "RR' 94+40)

Mobilization	51%	All Required		$	16,376.39
Temporary Protection and Direction of Traffic	34%	All Required			2,295.00
Temporary Signs	100	Sq. Ft.	7.00		700.00
Temporary Barricades	4	Each	60.00		240.00
Temporary Plastic Safety Markers	12	Each	35.00		420.00
Flagmen	200	Hour	10.00		2,000.00
Clearing and Grubbing	50%	All Required			16,500.00
Removal of Structures and Obstructions	50%	All Required			1,250.00
General Excavation	1,678	Cu. Yd.	5.25		8,809.50
Trench Excavation	104	Cu. Yd.	7.00		728.00
Finishing Roadbed and Slopes	50%	All Required			750.00
Furnishing and Placing Topsoil	50	Cu. Yd.	11.50		575.00
Watering	40	M-Gal.	1.00		40.00

Aggregate Shoulders	80	Ton	10.00	800.00
Cement Treated Base Mixture	3,300	Ton	10.50	34,650.00
Portland Cement in CTB Mixture	180	Ton	65.00	11,700.00
Asphalt in Seal	7	Ton	250.00	1,750.00
Aggregate in Choke Seal	37	Ton	1.00	37.00
Class "C" Asphalt Concrete Mixture	1,400	Ton	12.00	16,800.00
Asphalt Cement in Mixture	84	Ton	160.00	13,440.00
8-inch Sewer Pipe	73	Lin. Ft.	13.00	949.00
12-inch Sewer Pipe	341	Lin. Ft.	13.00	4,433.00
Extra for Pipe Under Pavement	73	Lin. Ft.	15.00	1,095.00
Concrete Manholes	2	Each	1,250.00	2,500.00
Concrete Inlets, Type G-2	2	Each	350.00	700.00
Concrete Inlets, Type CG-3	6	Each	400.00	2,400.00
Concrete Walks	650	Sq. Yd.	10.00	6,500.00
Concrete Driveways	150	Sq. Yd.	12.50	1,875.00
Concrete Curbs	1,500	Lin. Ft.	4.25	6,375.00
Concrete Islands	4	Cu. Yd.	175.00	700.00
Extra for Asphalt Approaches	2	Each	200.00	400.00
Extra for Asphalt Driveways	80	Sq. Yd.	8.00	640.00
Adjusting Manholes	4	Each	200.00	800.00
Removal of Existing Signs	90%	All Required		135.00
Wood Sign Posts	60%	All Required		30.00
Type "C" + "D" Signs in Place	71	Sq. Ft.	7.00	497.00
Type "EE" Signs in Place	23	Sq. Ft.	9.00	207.00
Type "I" Signs in Place	16	Sq. Ft.	7.00	112.00
Type "U" Signs in Place	18	Sq. Ft.	10.00	180.00
Type "T" Signs in Place	12	Sq. Ft.	7.00	84.00
Move & Reinstall Existing Signs	50%	All Required		100.00
				$ 160,572.89

Anticipated Items

Permanent Pavement Striping	51%	All Required	$ 2,040.00
Temporary Pavement Striping	51%	All Required	816.00
Roadside Seeding & Mulching	51%	All Required	255.00
			$ 3,111.00
		Subtotal	$ 163,683.89
		Engineering	22,097.11
		Total	$ 185,781.00

Type Code Y031
Signals (2 Locations)

Traffic Signal Installation, Complete	All Required	$ 52,674.00
Fire Preemption System, Complete	All Required	9,000.00
		$ 61,674.00

Anticipated Items

Signal Controller Testing	All Required		$ 2,300.00
"OPTICOM" Testing	All Required		1,025.00
State Furnished Software	All Required		500.00
Signal Turn-On	All Required		500.00
			$ 4,325.00
		Subtotal	$ 65,999.00
		Engineering	8,909.00
		Total	$ 74,908.00

Length of 4-Lane Roadway	0.232 mi.
Cost of Roadway Per Mile	$ 832,297.41

Work Retained in Program

Replace Existing Landscaping	All Required	$ 1,000.00
Relocate Existing Irrigation Lines	All Required	500.00

SUMMARY OF FUNDS (85%)

Description	Total Cost	Federal Funds	County Funds
4-Lane Roadway	$ 193,093.00	$ 164,129.00	$ 28,964.00
Channelization	185,781.00	157,913.00	27,868.00
Signals	74,908.00	63,671.00	11,237.00
Total	$ 453,782.00	$ 385,713.00	$ 68,069.00

Group 1 100%
Contract No. 9684
Prefix: 324-1901
Prefix: 324-1092

Greenwood Dr. N.E.-Mambrin Dr. N. Section
Nonparticipating-State Work

Single Mailbox Supports	1 Each	25.00	$	25.00

9684

(ORIGINAL) 324-2534

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
8-15-89

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS
Capitol Building
Salem, Oregon 97310

PAID BY

(For use of Paying Office)

STATE

Oregon

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

VOUCHER PERIOD

FROM 7/20/82

TO 7/20/89

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.

IX 1725(2)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$274,968.46	$274,968.46	85%	$233,723.19	$233,723.19	-0-

80

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY	DATE	SIGNATURE OF AUTHORIZED OFFICIAL
Oregon	August 15, 1989	

Assistant Controller

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE

(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(REV. 5-72)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	North River Road - Alder Drive Section City Street Marion County					
	Type Code ROW Right of Way (Sta. "M" 0 + 00 Thru Equa "M" 2 + 44.61 = "CH" 110 + 95.00 to Sta. "CH" 123 + 23.82)					
	State		All Required		$ 274,968.46	
	TOTAL PARTICIPATING PROJECT COST		All Required		$ 274,968.46	

AMOUNT CARRIED FORWARD .....

DESCRIPTION		PREFIX	FUNCTION	SUB F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
N RIVER RD-ALDER DR	CONT NO	FA PROJ NOS X10 1725002 100							STATE
	324	2534	296	00	N 9	319.17CR	12,466.37CR	~~271,881.11CR~~	
	324	2534	297	00	N 9			~~37,500.00~~	
	324	2534	298	00	N 9	319.17	12,466.37	~~233,581.11~~	
	324	2534	401	00	P 1		12,775.00	176,743.00	
	324	2534	403	00	P 1		425.00	50,675.00	
	324	2534	404	00	P 1			4,932.00	
	324	2534	405	00	P 1			10,300.00	
	324	2534	407	00	P 1			8,274.61	
	324	2534	409	00	P 1			845.10	
	324	2534	412	00	P 1			1,600.22	
	324	2534	413	00	P 1			1,074.22	
	324	2534	414	00	P 1			11,784.32	
	324	2534	420	00	P 1			3,308.04CR	
	324	2534	420	00	N 1			211.15CR	
	324	2534	426	00	P 1	.50CR	937.10	5,175.94	
	324	2534	428	00	P 1			87.92	
	324	2534	430	00	P 1	.06CR	366.70	1,452.22	
	324	2534	470	00	F 1			810.10	
	324	2534	712	00	P 1			303.60	
	324	2534	712	00	N 1			175.00	
	324	2534	713	00	P 1			4,276.20	
	324	2534	920	00	P 1			18.15	
	324	2534	930	00	P 1	.26CR	57.47	1,646.35	
			TOT	P1		.82CR	14,611.27	274,809.48	
			TOT	N1				36.15CR	
			** JOB TOTALS **			.82CR**	14,611.27 **	274,764.33 **	
~~MARMORA AV-CENTER ST~~	CONT NO	FA PROJ NOS X10 1635005 100							STATE
	324	2535	294	01	N 1		2,045.90CR	2,747.35CR	
	324	2535	296	00	N 9		12,565.18CR	17,353.71CR	
	324	2535	298	00	N 9		12,565.18	17,359.71	
	324	2535	430	00	P 1			342.59	
	324	2535	903	01	P 1		14,745.21	19,900.69	
	324	2535	920	00	P 1			17.33	
	324	2535	930	00	P 1	.16CR	37.24	262.37	
			TOT	P1		.16CR	14,782.45	20,168.03	
			TOT	N1			2,045.90CR	2,747.35CR	
			** JOB TOTALS **			.16CR**	12,736.55 **	17,675.68 **	
~~MT-17TH HES 1680(2)~~	CONT NO	FA PROJ NOS HES 1680002 100							STATE
	324	2537	296	00	N 9	7.05CR	250.13CR	1,570.22CR	
	324	2537	298	00	N 9	7.05	250.13	1,570.22	
	324	2537	409	00	P 1	.04CR	8.55	8.55	
	324	2537	414	00	P 1			47.70	
	324	2537	430	00	P 1	.75CR	166.05	1,533.52	

JOB COST SUMMARY RUN ON 05-17-91
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 05/11/91
FOR EXPENDITURE ACCOUNT C3242534

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE	
C3242534	000	421	001	7700			16.28	
OBJ-DETAIL	001						16.28	
C3242534	000	421	357	7780			329.00	
OBJ-DETAIL	357						329.00	
ACTIVITY	421						345.28	SUBTOTAL
C3242534	000	899	299	0100			-36.15	***
OBJ-DETAIL	299						-36.15	
C3242534	000	899	357	7780			100.00	
OBJ-DETAIL	357						100.00	
C3242534	000	899	358	7782			111.46	
OBJ-DETAIL	358						111.46	
ACTIVITY	899						175.31	SUBTOTAL
C3242534	000	910	001	7111			29.53	
OBJ-DETAIL	001						29.53	
ACTIVITY	910						29.53	SUBTOTAL
C3242534	000	913	504	7111			18.22	
OBJ-DETAIL	504						18.22	
ACTIVITY	913						18.22	SUBTOTAL
SUB-JOB	000	SUBTOTAL					568.34	
C3242534	010	899	299				8.13	***
C3242534	010	899	299	0100			-72.30	***
C3242534	010	899	299	0521			64.17	***
OBJ-DETAIL	299							
ACTIVITY	899							SUBTOTAL
SUB-JOB	010	SUBTOTAL						
C3242534	011	421	598	7700			-387.96	
OBJ-DETAIL	598						-387.96	

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

JOB COST SUMMARY RUN ON 05-17-91
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 05/11/91
FOR EXPENDITURE ACCOUNT C3242534

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE	
ACTIVITY	421						-387.96	SUBTOTAL
C3242534 011		439	598	7700			-40.50	
OBJ-DETAIL	598						-40.50	
ACTIVITY	439						-40.50	SUBTOTAL
C3242534 011		899	299	0100			274,800.48	***
OBJ-DETAIL	299						274,800.48	
ACTIVITY	899						274,800.48	SUBTOTAL
C3242534 011		910	001	7111			28.10	
OBJ-DETAIL	001						28.10	
ACTIVITY	910						28.10	SUBTOTAL
SUB-JOB	011	SUBTOTAL					274,400.12	
C3242534 020		421	598	7700			387.96	
OBJ-DETAIL	598						387.96	
ACTIVITY	421						387.96	SUBTOTAL
C3242534 020		439	598	7700			40.50	
OBJ-DETAIL	598						40.50	
ACTIVITY	439						40.50	SUBTOTAL
SUB-JOB	020	SUBTOTAL					428.46	
EA	C3242534	TOTAL					275,396.92	

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-0000(55)

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 20066 & 80302

2A. COUNTY NAME: Marion

6. TO:

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
MAR 6 '87
REFER TO
Pat
FOR
HWG | Invest | R/D | O/R | Spec | TE | Safe

7. DATE AUTHORIZATION EFFECTIVE: December 18, 1986

8. FEDERAL ROUTE NUMBER: FAU 1705 & 1725

9. STATE ROUTE NUMBER: City Streets

10. GENERAL LOCATION:

Greenwood Drive - Manbrin Drive N.

11. GENERAL DESCRIPTION OF WORK

Monumentation of the Right-of-Way centerline

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 12/18/86 as requested in Mr. Fredrickson's letter of 2/25/87 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 6 is approved to a TEC of $2,000; Federal Funds $1,700.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
3/3/87		For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-0000(55)

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 20066 & 80302

2A. COUNTY NAME: Marion

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE: March 21, 1984

8. FEDERAL ROUTE NUMBER: FAU 1705 & 1725

9. STATE ROUTE NUMBER: City Streets

10. GENERAL LOCATION:

Greenwood Drive - Manbrin Drive N.

11. GENERAL DESCRIPTION OF WORK

Traffic Signal Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [X] CONSTRUCTION PROCEED ON FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 3/21/84 as requested in Mr. Fredrickson's letter of 12/8/86 as being cost effective for the use of Marion County forces to proceed with the above work.

State Force Order No. 5 is approved to a TEC of $749.25; Federal Funds $636.

RECEIVED
STATE HWY ENGR
JAN 14 '87
REFER TO
FOR

Orig to 1/15

14. DATE: 1/13/87

15. SIGNATURE OF APPROVING OFFICIAL: G. K. Haesner

16. TITLE: For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9-1-

jc cc: (Rulin)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Marion	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
January 28, 1986	W. H. Kappus, Area Engineer		IX-0000(55)
COMPLETION DATE (Actual)	**ACCEPTANCE DATE BY CONRTACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
April 9, 1984	November 18, 1985	100 %	255 CD

LOCATION

SEE BELOW

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

GREENWOOOD DR. NE - MANBRIN DR. N.
RIVER ROAD NORTH
Grading, Paving & Signal

This project provided for the widening of the existing facility to include turning lanes and sidewalks and the installation of traffic signals.

The contract work was awarded to Fabricators Inc. on July 20, 1983. Work started July 25, 1983 and was completed April 9, 1984. There were no major overruns or underruns and no contract claims.

A final inspection of the completed work was made Sept. 11, 1984.

- WHK -

RECEIVED
STATE HWY ENGR
JAN 31 '86
REFER TO
Fredrickson
FOR
Info | Invest | R/D | D/R | Sign | Act | File
bg 2/10

NOTED
W. E. SCHWARTZ

COPY SENT
JAN 31 1986
State Region

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed By WILLIAM H. KAPPUS Area Engineer		**SIGNATURE** S. K. HOSSNER Field Operations Engineer	
TITLE Area Engineer	**DATE** JAN 30 1986	**TITLE** Field Operations Engineer	**DATE** JAN 31 1986

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED.

December 19, 1985

CON 5
#9684

Industrial Indemnity Company
421 S. W. 6th Avenue
Portland, OR 97204

On November 21, 1985, we wrote to you concerning release of final payment on Contract No. 9684 awarded to Fabricators, Incorporated for work on the Greenwood Drive N.E.-Manbrin Drive N. Section of River Road North and Cherry Avenue N.E. in Marion County.

Final payment on this contract is $5,848.30 and the total contract amount is $398,374.12, including $3,715.94 for work performed under force account.

Robert W. Gormsen
COMMISSION SERVICES

mab

cc: Fabricators, Incorporated
2705 Lancaster Drive N.E.
Salem, OR 97305

bc: C. O. Fredrickson
Walt Hart
Bill Anhorn

6 84

NOTED
W. E. SCHWARTZ

July 17, 1985

Fabricators, Inc.
2705 Lancaster Dr. NE
Salem, OR 97305

CON 5

Time Extension Request
Greenwood Dr.-Manbrin Dr.
Contract No. 9684
FAP No. IX-0000(55)

Your request for additional contract time in which to complete the above project has been reviewed. A contract time adjustment of an additional 5 calendar days in which to complete phase "a" of the contract is granted.

The adjusted contract time of completion for phase "a" of the project is 105 calendar days. This will eliminate all liquidated damages under this contract.

/s/ C. O. Fredrickson

W. E. Schwartz, P.E.
Ass't. State Highway Engineer
for Operations

WES:OBJ:mk

bc: C. O. Fredrickson
William Anhorn w/att.
Arvey Nelson w/att.
FHWA w/att.
Bruce Walton

TE/186

STATE OF OREGON
Highway Division

CE___ CAE___ RECEIVED ___TC
COE___ OM___ INTEROFFICE MEMO
OE 378-8529 JUL 09 1985 FE___ CP___
CA___ POC___
CAM___ CONSTRUCTION QCS___
EEO___ SECTION DATE: April 11, 1985 FILE___

REGION 2 OFFICE
RECEIVED
JUL 13 1985
RLO___ RCE___ RME___ ROM___ RQS___
RE___ RTS___ RLS___ RPC___ RFS___
RUS___ RG___ RSR___

REGION 2 OFFICE
RECEIVED
APR 12 1985
RLO___ RCE___ RME___ ROM___ RQS___
RE___ RTS___ RLS___ RPC___ RFS___
RUS___ RG___ RSR___

TO: Ken Husby
REGION CONSTRUCTION ENGINEER

FROM: Harvey Nelson
PROJECT MANAGER

SUBJECT: REQUEST FOR TIME EXTENSION
Greenwood Drive N.E. - Manbrin Drive N.
River Road N at Cherry Avenue N.E.
Marion County Contract No. 9684

Submitted for your review is a Time Extension Request received from Fabricators Inc. asking that the 100 Calendar Days Specified for unit "A" completion be increased to 105 days. With the extension request the contractor states additional days were required due to additional contract items and force account work.

The contract for the Greenwood Dr. - Manbrin Dr. Section of work on North River Road, Keizer, Oregon was awarded to Fabricators Inc. on July 20, 1983. The contract work included grading, paving, signing, and signals which provided for a contract bid cost of $389,409.55.

Contract time for the completion of work specified that all work except for the permanent traffic signals would be completed before the elapse of 100 calendar days. The 100 Calendar Days allowed expired on Sunday November 13, 1983.

During the week ending November 5, 1983, the contractor completed the paving work and other miscellaneous pick up work items. On Tuesday, November 8, 1983 the shoulder aggregate was placed completing all unit "A" work excepting the concrete drainage curb.

Replacement drainage curb was placed in individual short runs at various locations throughout the project to restore the continuity of existing curb sections driveways, parking areas, and etc) which were severed with the new construction widening.

November rain and inclement weather not favorable for placing extruded concrete curb caused the curb work to be delayed until November 18, 1983. With the completion of the curb work 105 calendar days had expired of which 5 days were assessed liquidated damages.

With the Friday, November 18, completion of unit "A" work the contractor placed 85 Lin. Ft. of drainage curb. With a bid item unit price of 2.30 per Lin. Ft.. the total drainage curb item pay value equaled only $195.50. Work was very substantially complete, a delay due to drainage curb was to obtain a quality finish. Recommend 2 days because the value of the work performed was incidental to the contract. [redacted]

cc: Construction Engr. w/original order
and attachments described above.
Approval is recommended.
Remarks
Kenneth S. Husby
REGION CONSTRUCTION ENGINEER
7-3-85

o work Nov 13-18
e to bad weather.

1-188.1387

The time extension request received states additional time. was required to do additional contract items and force account work.

The final bid item contract payment to the contractor was $397,705.22. This figure is only $8,300 or 2 percent over the original contract bid total of $389,409.55.

One Price Agreement a documentary only type which allowed a small quantity of A.C. base to be placed in lieu of C.T.B base and three extra work orders with a total value of 3,715.94 were written during the contract construction.

Work by both Extra Work Order No. 1 (Seed and mulch @ $541.59) and Extra Work Order No. 3 (Adjust inlet covers @ $211.28) were performed after the November 13, 1983 unit "A" completion. Only Extra Work Order No. 2 (Adjust private utilities within new Right of Way @ $2,963.07) work was performed in conjunction with the unit "A" construction work.

3days

It is evident neither the increased contract work or the added force account work were of a magnitude to have significently altered the completion of contract work. I do, however, reocmmend two days additional time be granted to cover the 2 percent overrun in contract bid item work and three days be allowed with Extra Work Order No. 2 for major work performed 9/8, 9/27, and 10/10/83.

Arvy says 3days for private utilities adjustmts.

A second aspect considered in recommending a time extension be granted would be our acknowledgement that the liquidated damages were assessed only after the contractor experienced a construction rain delay of a very minor and incidental item of work.

In summary I recommend calendar days be increased to 105 days as requested by the contractor.

ADN:mm

7-16-85

W. E. Schwartz-

I concur with Region and Proj. Mgr. and recommend a 5 C.D. time extension. My recommendation is based <u>solely</u> on the additional and extra work performed and <u>not</u> in consideration of "substantial completion" or the relatively small value of the last work completed.

D. B. Jakmund

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Greenwood Drive NE Manbrin Dr. N.		WEEK ENDING: Apr 06, 1985
		SECTION PREFIX: 324-1092
HIGHWAY: River Rd. N. & Cherry Ave.		COUNTY: Marion
NAME OF JOB: Greenwood Dr. N.E.-Manbrin Dr.	KIND OF WORK: Grading, Paving, Signing, and Signals	
CONTRACTOR: Fabricators Inc.	CONTRACT NUMBER: 9684	FEDERAL AID PROJECT NUMBER: IX-0000(55)
DATE OF CONTRACT: July 20, 1983	DATE WORK STARTED: July 25, 1983	ESTIMATED COMPLETION DATE: a)11/9/83 b)4/8/84
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 00 SUPERVISION: 0	SPECIFIED WORK DAYS: SPECIFIED CALENDAR DAYS a)100 b)250	WORK DAYS USED: CALENDAR DAYS USED b)250
	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 100
PROJECT AUTHORIZATION: $ 455,991.96	ENGINEERING AUTHORIZATION $ 36,151.61	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 419,760.35	ENGINEERING COST TO DATE $ 65,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 406,435.72		DATE PROJECT WAS COMPLETED: a)11/13/83 b)4/9/84
ESTIMATED PERCENT: OVERRUN UNDERRUN 3%	PERCENT OF AUTHORIZATION 180%	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Traf. Signal
100	100	100	100	100	---	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.0	0.0	0.0	0.0	0.0
MILES PARTIALLY COMPLETED	0.0	0.0	0.0	0.0	0.0
MILES COMPLETED	0.0	0.0	0.0	0.0	0.0
TOTAL ESTIMATED QUANTITIES (CONTRACT)	2744 yd3	4300.0tn	0.0tn	0.0tn	3500.0tn
TOTAL QUANTITIES CORRECTED TO DATE	0.0cy	0.0tn	0.0tn	0.0tn	0.0sy
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	3572.0cy	4020.0tn	0	0.0tn	3305. 00.0tn
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

N/A

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	N/A							
PERCENT	00	00	00	00	00	00		

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 00	----------	---		
MONDAY 00	----------	---		
TUESDAY 00	----------	---		
WEDNESDAY 00	----------	---		
THURSDAY 00	----------	---		
FRIDAY 00	----------	---		
SATURDAY 00	----------	---		

CE ECAE RECEIVED LS..... TC.....
COE.... OM.... SA.....CC.....
OE ..... APR 11 1985 PE..... CP.....
CA..... FQC.....
CAM ..... CONSTRUCTION QCS.....
EEO..... SECTION FILE.....

CONTR. NO: 9684 DATE: Apr 06, 1985

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	00	No activity.
MONDAY	00	No activity
TUESDAY	00	No activity
WEDNESDAY	00	No activity
THURSDAY	00	No activity
FRIDAY	00	No activity
SATURDAY	00	No activity

REMARKS

STATUS: Project complete.
Semi-final submitted to Region II, November 20, 1984. Everything submitted to Region II, March 11, 1985, Narrative Report submitted to Region II April 4, 1985.
LAST REPORT !!!!!

VISITORS:

NEXT WEEK:

SIGNED Arvey D. Nelson, PROJECT MANAGER LOCATION Salem

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP-F216

DATE: January 11, 1985

TO: Oregon Transportation Commission

CON

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Greenwood Drive-Manbrin Drive Section
River Road North Highway, Marion County
Contract No. 9684

This Interstate Transfer project has been completed and it is now apparent that the final cost will exceed the project authorization by $28,600 or six percent.

Additional work was necessary in order to provide adequate and convenient access for local property owners by constructing additional driveways, widening driveways and extending driveways for improved approach grades. Together, these items added more than $12,000 to the cost of the project.

Adjustment of private utilities located within newly acquired right-of-way was required, but funds were not provided in the project authorization. This extra work added nearly $3,000 to the cost of the project. There were also minor overruns in general excavation, aggregate shoulders and flagging which together added approximately $6,000 to project costs.

The cost of construction engineering overran by a considerable margin due to the complex nature of the project in an urban setting, the modifications required to properly construct the project and the additional engineering response required to properly monitor, inspect and document the added work. This overrun of engineering costs is partially offset by liquidated damages assessed for late completion of the work by the contactor.

There are sufficient funds available in the category of work and all the increase, except $17,000 is eligible for federal participation.

I recommend that the authorization be increased by $28,600 to a new total of $484,511.96. This matter will be on the consent calendar for the January 22 meeting.

HHP:mk sl

bc Fred D. Miller
R. W. Gormsen
C. O. Fredrickson
V. E. Skoog
W. G. Anhorn
George Bell

STATE OF OREGON
Highway Construction 378-6318

INTEROFFICE MEMO
FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: January 9, 1985

FROM: O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Greenwood Drive-Manbrin Drive Section
River Road North Highway, Marion County
Contract No. 9684

This Interstate Transfer project has been completed and it is now apparent that the final cost will exceed the project authorization by $28,600 or six percent.

Additional work was necessary in order to provide adequate and convenient access for local property owners by constructing additional driveways, widening driveways and extending driveways for improved approach grades. Together, these items added more than $12,000 to the cost of the project.

Adjustment of private utilities located within newly acquired right of way was required, but funds were not provided in the project authorization. This extra work added nearly $3,000 to the cost of the project. There were also minor overruns in general excavation, aggregate shoulders and flagging which together added approximately $6,000 to project costs.

The cost of construction engineering overran by a considerable margin due to the complex nature of the project in an urban setting, the modifications required to properly construct the project and the additional engineering response required to properly monitor, inspect and document the added work. This overrun of engineering costs is partially offset by liquidated damages assessed for late completion of the work by the contractor.

There are sufficient funds available in the category of work and all the increase, except $17,000, is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $28,600.00. Also Attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:mk

Attach.

cc: William Anhorn
B. M. Walton
Arvey Nelson
W. F. Cobine

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
JAN 10 '85
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

81-125.1387

9684

Form E-372 (Rev. 10-66)

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project Greenwood Drive - Manbrin Drive Date 11-29-84

Highway River Road North at Cherry Avenue Contract No. 9684

County Marion Kind of Work Grading, Paving, Signing and Signals Contractor Fabricators

	Authorized	Estimated
Contract Amount	$389,409.55	$397,705.22
Anticipated Items	12,275.00	5,349.34
	80	4,207.40
Contingency (4½%)	18,075.18	4,131.16
Engineering	36,151.61	78,000.00
Credits Liquidated damages		-750.00
		484,511.96
PROJECT COST	455,911.96	484,435.72
		28,600.00
NET INCREASE		$ 28,523.76 6.25%

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U).
(List all unanticipated items)

		Expected Amount	Net Change
Bid Item No. 7	Flagger (c)	$ 6,610.00	+ 2,610.00
Bid Item No.10	General Excavation (c)	16,654.16	+ 2,248.16
Bid Item No.15	Aggregate shoulders (c)	2,739.70	+ 1,739.70
Bid Item No.29	Concrete Driveways (c)	8,590.00	2,340.00
Bid Item No.33	Extra for Asphalt Driveways (c)	11,533.68	+ 9,933.68
	Engineering (c)	78,000.00	+41,849.00
E.W.O. No. 2	Adjust private utilities (u)	2,963.07	+ 2,963.07

Principal reasons for overruns (Continue on reverse side): SEE BACK SIDE

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by Arvey D. Nelson Resident Engineer

Noted by O. R. Jacklin For Construction or Bridge Engineer

Confirmed by Acting Division Engineer

Noted by Deputy or State Highway Engineer

Additional flagging was required to provide traffic safety and protection of the work force.

The excavation bid item quantity was under estimated.

Additional shoulder aggregate over the plan quantity was required to satisfactorly complete work.

Added driveways and increased driveway widths requested by the County increased the concrete driveway item.

Extras for asphalt driveways overran due to driveway connections being extended beyond Right of Way line, to ease grade transition.

The engineering overrun was created basically by the project itself, which by the nature of the work, the conditions under which the work was performed and by special provision requirements, demanded an excessive engineering response.

Extra Work Order No. 2, to adjust private utilities, was not covered by contract provisions. The private utilities with-in the new Right of Way purchase required relocating.

STATE OF OREGON
Highway Construction 378-6318

INTEROFFICE MEMO

FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: January 9, 1985

FROM: O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Greenwood Drive-Manbrin Drive Section
River Road North Highway, Marion County
Contract No. 9684

This Interstate Transfer project has been completed and it is now apparent that the final cost will exceed the project authorization by $28,600 or six percent.

Additional work was necessary in order to provide adequate and convenient access for local property owners by constructing additional driveways, widening driveways and extending driveways for improved approach grades. Together, these items added more than $12,000 to the cost of the project.

Adjustment of private utilities located within newly acquired right of way was required, but funds were not provided in the project authorization. This extra work added nearly $3,000 to the cost of the project. There were also minor overruns in general excavation, aggregate shoulders and flagging which together added approximately $6,000 to project costs.

The cost of construction engineering overran by a considerable margin due to the complex nature of the project in an urban setting, the modifications required to properly construct the project and the additional engineering response required to properly monitor, inspect and document the added work. This overrun of engineering costs is partially offset by liquidated damages assessed for late completion of the work by the contractor.

There are sufficient funds available in the category of work and all the increase, except $17,000, is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $28,600.00. Also Attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:mk

Attach.

cc: William Anhorn
B. M. Walton
Arvey Nelson
W. F. Cobine ✓

PROGRAM SECTION
MANAGER ____ RESOURCE UNIT ____
FA UNIT ____ PROGRAM UNIT ____
JAN 11 1985
REFER TO ____
R/D ____ ACT ____ REPLY ____
DISC ____ INFO ____ FILE ____

81-125-1387

9684

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-0000(55)

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division
11-28-84

4. PROGRAM NO.:

5. ITEM NO.: 80302 & 20066

2A. COUNTY NAME: Marion

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 11/21/84

8. FEDERAL ROUTE NUMBER: FAU 1705 & 1725

9. STATE ROUTE NUMBER: City Streets

10. GENERAL LOCATION:

Greenwood Drive NE - Mandrin Drive N

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ XX OTHER *(Specify)* Program Change See Below

13. REMARKS

As requested by Mr. Potter's letter of 11/16/84 I approve the revised Construction costs to a TEC of $475,228; Federal Funds $403,943.

(Increase TEC $14,538; Federal Funds $12,358 Appn Code 580)

RECEIVED
STATE HWY ENGR
DEC 3 '84
REFER TO
Potter
FOR

Info	Invest	R/D	D/R	Sign	Act	File

14. DATE: 11/28/84

15. SIGNATURE OF APPROVING OFFICIAL: D. K. Hammer

16. TITLE: for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: November 16, 1984

In Reply Refer to
File No.:
PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Program Change
Project No. IX-0000(55)
Greenwood Dr. N.E.-Mandrin Dr. N. Section
Marion County

I request your approval of a program change to adjust the estimated construction costs as indicated on the revised project agreement estimate and modification of project agreement submitted under separate action.

Approval of this request will involve an increase of $14,538 in total cost and federal obligation of $12,358 in Interstate Substitution Funds (Appn Code 580) with revised financing as follows:

	APPN CODE	T.C.	F.F.	%
Present		$475,228	$403,943	85%
Previous	178	460,690	391,585	85%
DIFFERENCE	580	$ 14,538	$ 12,358	

CPL:pf

cc: G. Zehner
General Files

Form 734-3122

9684

r11

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-0000(55)

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 80302 & 20066

2A. COUNTY NAME: Marion

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
2/15/84	FAU 1705 & 1725	City Streets

10. GENERAL LOCATION:

Greenwood Drive - Manbrin Drive N

11. GENERAL DESCRIPTION OF WORK

Furnish and place reflective buttons

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON A FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 2/15/84 as requested in Mr. Fredrickson's letter of 3/28/84 as being cost effective for the use of County forces to proceed with the above work. State Force Order No. 4 representing work to be performed by Marion County Forces is approved for a TEC of $800 Federal Funds ~~$600~~.

RECEIVED
STATE HWY ENGR
APR 11 '84
REFER TO
Potter
FOR
Info | Instr | R/D | D/R | Sign | Act | File

orig to 4/11

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
4/6/84	G. K. Hoosner	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9684 324-1901

(ORIGINAL)

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

12-28-83

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Bldg.
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE

Oregon

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

VOUCHER PERIOD — FROM 4/23/82 — TO 6/21/83

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.

IX-1725(1)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$22,481.41	$22,481.41	85%	$19,109.20	$19,109.20	$ 0.00

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY	DATE	SIGNATURE OF AUTHORIZED OFFICIAL
Oregon	12/28/83	Controller

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED $ 0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	N. River Road-Alder Drive Section City Street in Marion					
	Preliminary Engineering Type Code P.E.					
	Work by City of Salem	All Required			$ 623.07	
	State	All Required			21,858.34	
	Total Participating Preliminary Engineering				$22,481.41	
	Prepared based on Participating Costs as shown on Federal Billing as of 1/5/83.					

AMOUNT CARRIED FORWARD .....

DESCRIPTION	PREFIX	FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
	322 1998	932	00	P	1			152.58	
		TOT	P1					169.89	
		** JOB TOTALS **				**	**	169.89	**
UPRR XING @ LOCUST AV-NYSSA	CONT NO	* FA PROJ NOS RRP 000S024 100							STATE
	323 1930	296	00	N	9			58.55CR	
	323 1980	298	00	N	9			52.60	
	323 1980	299	00	N	9			5.95	
	323 1980	305	00	P	1			55.50	
	323 1980	522	00	P	1			4.05	
		TOT	P1					59.55	
		** JOB TOTALS **				**	**	59.55	**
N RIVER RD-ALDER DR	CONT NO	* FA PROJ NOS XI 1725001 100							STATE
	324 1901	296	00	N	9			19.189.30CR	
	324 1901	298	00	N	9			19.189.30	
	324 1901	901	00	F	1			919.83	-pm
	324 1901	903	00	P	1			513.00	-City
	324 1901	905	00	P	1			11.684.05	-final
	324 1901	907	00	P	1			1.267.03	-preliminary
	324 1901	909	00	P	1			171.51	-Row acq.
	324 1901	911	00	P	1			1.372.83	-Traffic
	324 1901	913	00	P	1			48.25	-R/W Liaison
	324 1901	920	00	P	1			99.15	-Program
	324 1901	921	00	P	1			2.807.80	-Spec's
	324 1901	922	00	P	1			19.94	-PM
	324 1901	930	00	P	1			1.388.64	-Environ
	324 1901	932	00	P	1			5.76	-Utility
	324 1901	949	00	P	1			1.632.25	-Urban Studies
		TOT	P1					22.491.41	
		** JOB TOTALS **				**	**	22.491.41	**
SPRR-PORTLAND RD(CHEMAWA RD)	CONT NO	* FA PROJ NOS XI 1830005 100 X10 1830005							STATE
	324 1902	295	00	N	9	391.26	6.512.51	11.312.51	
	324 1902	296	00	N	9	391.26CR	11.631.45CR	78.628.31CR	
	324 1902	297	00	N	9		926.05	926.05	
	324 1902	298	00	N	9		3.892.88	65.889.75	
	324 1902	901	00	P	1		4.705.35CR	5.442.00	
	324 1902	901	00	P	2		4.733.68	4.733.68	
	324 1902	901	00	N	1			136.20	
	324 1902	903	00	P	1		72.60CR	550.90	
	324 1902	905	00	P	1		24.270.32CR	2.323.80	
	324 1902	905	00	P	2		25.000.00	25.000.00	
	324 1902	907	00	P	1			1.842.46	
	324 1902	909	00	P	1			9.585.07	
	324 1902	910	00	P	1			3.042.36	

JOB COST SUMMARY RUN ON 05-17-91
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 05/11/91
FOR EXPENDITURE ACCOUNT C3241901

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE	
C3241901	011	899	299	0100			22,481.41	***
OBJ-DETAIL	299						22,481.41	
ACTIVITY	899						22,481.41	SUBTOTAL
SUB-JOB	011 SUBTOTAL						22,481.41	
EA	C3241901 TOTAL						22,481.41	

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

9584

5

September 15, 1983

Wildish Building Material Co.
dba Wildish Equipment Co.
PO Box 7428
Eugene, OR 97401

CON 5
#9584

Gentlemen or Ladies:

This will acknowledge the Notice of Claim dated September 8, 1983, concerning the following Highway Division contract:

FILED BY:	Wildish Building Material Co. dba Wildish Equipment Co.
AMOUNT:	$2,211.40 plus late charges of $72.69 plus interest
FOR:	Rental of equipment
AGAINST:	LaDuke Construction
CONTRACT NO.:	9584
PROJECT:	Elanco Lane-Donovan Dr. (Eugene) Section, Norkenzie Road, Lane County
SURETY:	Heritage Insurance Co. of America

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,
ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

NOTED ON CARD
9-15-83 kjm

FKM:kjm

cc: Heritage Insurance Co. of America
c/o Surety Bond Specialists
7140 SE Fir Loop
Portland, OR 97223

LaDuke Construction
1340 Interior Street
Eugene, OR 97402

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTICE OF CLAIM ON PAYMENT BOND

(OREGON PUBLIC WORKS)

To: Department of Transportation
Oregon State Highway Division
Transportation Building
Salem, OR 97410

NOTICE IS HEREBY GIVEN that the undersigned Wildish Building Material Co. dba Wildish Equipment Co. has a claim for rental of equipment in the sum of One Thousand Two Hundred Eleven and 40/100 Dollars ($1,211.40) plus late charges of Seventy-Two and 69/100 Dollars ($72.69) plus interest ~~on the principal~~ at the rate of 24% per annum on the unpaid principal balance, due against the bond taken from LaDuke Construction Co., as principal, and Heritage Insurance of America, as surety, under (we believe) bond number 25396 for work on a project known as OSHD Contract 9584, "Elanco-Donovan".

Wildish Building Material Co. dba
Wildish Equipment Co.
P. O. Box 7428
Eugene, Oregon 94701

Dated: 9/8/83

By: Richard E. Wildish
Richard E. Wildish
President

RECEIVED
SEP 13 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

August 10, 1983

Fabricators, Incorporated
2705 Lancaster Drive, N.E.
Salem, OR 97305

CON 5
#9684

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 9684 for work on the Greenwood Drive N.E.-Manbrin Drive, N. Section of River Road N. and Cherry Avenue N.E. in Marion County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc
Encl.

cc: Industrial Indemnity Company
Attn: Bond Department
421 S.W. 6th Avenue
Portland, OR 97204

bc: C. T. Keasey
Walt Hart
Robert Church
Jan Peterson
C. O. Fredrickson (contract signature
Arvey Nelson pages attached)
L. E. George

FABRICATORS INCORPORATED
EQUIPMENT SALES, RENTAL AND REPAIR
2705 LANCASTER DRIVE N.E. • SALEM, OREGON 97303 • PHONE (503) 363-2479

July 18, 1983

Mr. John Widmer
EEO & Labor Compliance
Oregon Department of Transportation
Salem, OR 97310

Re: Manbrin Dr. N. - Greenwood Dr. N.
Bid July 14, 1983

Gentlemen:

We intend to fulfill the minority and women business enterprise requirements on this project by subcontracting to the following companies. We will subcontract $22,925 to Retana Enterpises per the following schedule for 5.89 % minority participation.

	RETANA ENTERPRISES	
Bid Item 1 -	Mobilization	2,000
27 -	Concrete Inlets, Type CG-3	5,200
30 -	Concrete Curbs	15,725

We will subcontract $1,812 to Gaynetco, Inc. per the following schedule, and $3,600 to PAM Construction, Inc. for Bid Item 7, Flagging, for a total of $5,412 or 1.39 % women business participation.

	GAYNETCO INC.	
Bid Item 38 -	Single Mailbox Supports	$ 25
39 -	Removal of Existing Signs	150
40 -	Wood Sign Posts	50
41 -	Type "C" & "D" Signs in Place	609
42 -	Type "EE" Signs in Place	207
43 -	Type "I" Signs in Place	112
44 -	Type "U" Signs in Place	270
45 -	Type "T" Signs in Place	189
46 -	Move & Reinstall Existing Signs	200
		1812

The above percentages were figures on the total contract price of $389,409.55 as bid. If you have any questions, please call our office at 585-5950.

Sincerely,

Roy L. Houck, III
Superintendent

slk

RECEIVED
JUL 19 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Kay Turner

9684

July 20, 1983

PRO-ACC

Robert J. Hansen
Director of Public Works
Marion County
300 Senator Building
220 High Street N.E.
Salem, OR 97301

Dear Bob:

On July 4, 1983 we received a satisfactory bid from Fabricators Inc., 2705 Lancaster Dr., N.E., Salem, Oregon 97303 for the Green wood Dr. N.E.-Henbi in Dr. N. Section of River Rd. N. and Cherry Ave. N.E. in Keizer.

As described in our Agreement No. 7697, we anticipate the financial sharing of the construction cost will be:

Contractor's Bid		$389,409.55
Anticipated Additional Items:		
Permanent Pavement Striping	$4,000.00	
Temporary Pavement Striping	1,000.00	
State Furnished Software	500.00	
Roadside Seeding & Mulching	500.00	
Signal Controller Testing	2,300.00	
"OPTICOM" Testing	1,025.00	
Bikeway Striping & Legend	350.00	
Signal Turn-On	500.00	
Replace Existing Landscaping	1,000.00	
Relocate Existing Irrigation Lines	500.00	12,275.00
SUBTOTAL		$401,684.55
Contingencies (4 1/2%)		18,075.80
Engineering (9%)		36,151.61
Estimated Construction Cost		$455,911.96

COUNTY SHARE & ADVANCE DEPOSIT:
15% of $455,911.96 = $68,400

We will award the contract when we receive your advance deposit in the amount of $68,400, which should arrive not later than August 5, 1983. You may use one of the three options for payment described in the attachment.

Very truly yours,

ORIGINAL SIGNED BY
GARY A. POTTER

Gary A. Potter, Manager
Program Section

KEN:pf
Attachment
bcc w/AD #83-55: Phil Stearns, Region 2
Vern Skoog - Please return completed AD #83-55 when advance deposit is received.

9684

ROBERT J. HANSEN, DIRECTOR
ENGINEERING 588-5036
INSPECTION & SURVEYING
588-5325

DEPARTMENT OF PUBLIC WORKS

300 Senator Building. 220 High St. N.E. Salem, Oregon 97301

July 18, 1983

Oregon State Treasurer
Attn: Cheryl Griffith
Local Government Investment Pool
Room 159, State Capitol Building
Salem, Oregon 97310

RE: Yergen Rd. FAS A599
French Prairie Rd.-Case Rd. Section
North River Rd.-Cherry Avenue
Greenwood Dr.-Manbrin Dr. Section

Dear Ms. Griffith:

Attached for appropriate action is a completed blanket "Limited Power of Attorney" authorizing the Oregon State Highway Division to withdraw funds from the Local Government Investment Pool (Account No. 4718) for Marion County's share of costs of the above referenced projects.

Funds in the amount of $68,400 for North River Road-Cherry Avenue and $19,100 for Yergen Road are being transferred directly to the Local Government Investment Pool by the Marion County Treasurer on July 18, 1983.

Sincerely,

Robert J. Hansen
Director of Public Works

RJH:dc

cc: Highway Accounting - w/attachments
D.E. Swan - w/attachments
Board of Commissioners
Ralph Grim
Earl Horton
Margaret Lelack
Jim Sears

Attachments

PROGRAM SECTION
PROJECT UNIT S
1983
MAN. ASSIST. PROGRAM UNIT
REFER TO Local Programs
FOR

LIMITED POWER OF ATTORNEY
CAL GOVERNMENT INVESTMENT POOL

Marion County hereby appoints the Investment Manager of the Oregon State Excess Fund as attorney in fact for it, and said officer shall have the power of attorney to negotiate warrants made payable to the Oregon State Department of Transportation, Highway Division, and delivered to said officer by either H. S. Coulter, State Highway Engineer; Vernon E. Skoog, Highway Division Comptroller; Frank R. Griffin, Highway Division Assistant Comptroller; or Richard Hacek, Highway Division Assistant Comptroller for the State of Oregon, for the purpose of depositing the proceeds of such warrants to the account of the Oregon State Department of Transportation, Highway Division, with the Oregon State Treasurer.

The Marion County Treasurer, upon request by the Director of Public Works, will deposit with the State of Oregon Investment Pool various sums of money determined to be the County's share of the cost of certain improvements to be made in connection with Federal Aid projects. The purpose of this deposit is to create an account from which to pay the County's share of the cost of said projects. County deposits will each be identified as made for a specific project, and subsequent withdrawals by the State will be charged to individual project funds.

By this document Marion County authorizes the Highway Division of the State of Oregon, Department of Transportation, to draw on the account created by this instrument for the purposes above stated with the State Excess Fund. The authorized signatures of withdrawal will be one of any of the following: H. S. Coulter, Vernon E. Skoog, Frank R. Griffin, or Richard J. Hacek. The signature of any one of them upon a voucher in a form acceptable to the custodians of the State Investment Pool shall constitute proper authority for the withdrawal of money up to the total amount of deposit identified above.

The authorized signatures of the above individuals shall be furnished by the Highway Division of the Department of Transportation to the State Treasury Department.

The County will withdraw interest earned by the account as it deems appropriate.

This Power of Attorney was authorized by Marion County this 28th day of October, 1981, by a vote of the majority of a quorum of its governing body.

MARION COUNTY BOARD OF COMMISSIONERS

Chairman

Commissioner

Commissioner

APPROVED AS TO FORM:

Marion County Legal Counsel

HIGHWAY DIVISION - ODOT LOC 3

F I L E S July 14, 1983

Discussed with
H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
July 14, 1983 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened July 14, 1983, on the following projects:

1. Columbia River Toll Plaza (Astoria)
   Oregon Coast Highway, Clatsop County
   Grading and Paving

   A third lane and second toll booth are being added in the toll plaza. Curb ramps to be installed on the north side of Marine Drive Section of the Coast Highway.

2. Nesika Beach Slide
   Oregon Coast Highway, Curry County
   Grading and Paving

   Slide correction. Twelve-foot travel lanes. Four-to-eight-foot shoulders available for bicycle and pedestrian traffic.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established ... where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

3. Little River Bridge
   Little River Road, Douglas County
   Structure

   Thirty-foot roadway on structures and approaches.

   Same as No. 2.

4. Dead Ox Pump Canal Bridge
   Pioneer Road, Malheur County
   Grading, Paving and Structure

   Twenty-eight-foot roadway on structures and approaches. Grading and paving incidental to structure replacement.

   Same as No. 2.

5. Croisan Creek Culvert
Golf Course Road, Marion County
Culvert Installation

Twenty-four-foot roadway with two-foot aggregate shoulders.

Same as No. 2.

6. French Prairie Road-Case Road
Yergen Road, Marion County
Paving

Twenty-four-foot roadway with four-foot aggregate shoulders.

Same as No. 2.

7. Greenwood Drive NE-Mandrin Drive N
River Road N and Cherry Avenue NE, Marion County
Grading, Paving and Signals

Multi-lane construction. Five-foot sidewalks and six-foot shoulders available on Cherry Avenue. Five-foot sidewalks available on River Road and Manbrin Drive. Pedestrian signal heads will be installed. Curb ramps are being installed at each intersection.

8. Wallowa River (Stein) Bridge
Diamond Prairie Road, Wallowa County
Structure

Twenty-eight-foot roadway on structure and aggregate approaches.

9. SW Murray Blvd-SW Main Street
Allen Blvd, Washington County
Paving

Multi-lane construction with four-to-eight-foot sidewalks with sidewalk ramps for bicycle and pedestrian traffic. Signalized intersections will have signals for pedestrian and bicycles.

HSC:RPS:ge

cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell
D. A. Ridings

9684

Section Greenwood Dr. NE - Manitou Dr. N. Sec. Programming Estimate $ 738,000

Highway River Road N. + Cherry Ave. N.E. Project Length 0.23

County Marion 6-24-83 Completion Time All work except signals 100 calendar days. All work 250 Calendar days

Kind of Work Grading, Paving, Signing & Signals Est. Comp. Date 4-21-84

Prefix 324-1901-921 Letting Date July 14, 83 Project No. IX-0000 (55)

5.5% Signals - Group 8

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ ~~438,318.00~~ 440,018.00

Anticipated Additional Items:

Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	4000	
Temporary Pavement Striping	1,600	
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished Software	500	
Roadside Seeding & Mulching	500	
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x ____ hrs.)		
State Responsibility for Damages		
Signal Controller Testing	2,300	
"OPTICOM" Testing	1025	
Bikeway Signs		
Bikeway Striping & Legend	350	
Signal Turn-On	500	
Replace existing landscaping	1,000	
Relocate existing irrigation lines	500	
~~Adjust Utilities:~~		
		$ 12,275.00

Revised 6-23-83

Subtotal	$ 452,293.19
Contingencies (4-1/2%)	20,353
Engineering (~~8~~ 9 ~~10~~%)	40,706.37
Subtotal	$ 513,352.56
Credit for	
Estimated Net Authorization, Construction	$ ~~511,423.05~~ 513,352.56

15% = 77,002

APPROVED

6/23/83

C. H. Wentzy

Road Design Engineer

APPROVED

FINAL DESIGN ENGR.

To Stearns 6-24-83

Rev. 11/81

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

Section	County	Sheet of
Greenwood Dr. NE – Manbrin Dr. N. Sec.	Marion	1 3
Kind of Work	**Length**	**Date** / **Name**
Grading, Paving, Signing and Signals	0.23	6/8/83 Berresdell

COST ANALYSIS UNIT. 6-10-83 Rev Code

THIS ENGINEERING ESTIMATE IS PRICED FOR BID LETTING 7-14-83

No.		Unit	Quant.	Unit Cost	Total
	Mobilization	All	All	–	35,000.00
	Temporary Protection and Direction of Traffic	All	All	–	2,500.-
	Temporary Signs	Sq. Ft.	240	6.00	1,440.00
	Temporary Barricades	Each	9	70.00	630.00
	Temporary Traffic Signal Installation	Each	1	8,000	8,000.-
	Temporary Plastic Safety Markers	Each	24	60.00	1,440.00
	Flagmen	Hour	400	10.00	4,000.00
	Roadwork				
	Clearing and Grubbing	All	All	–	2500.00
	Removal of Structures and Obstructions	All	All	–	~~7000.00~~ 9,000.00
	General Excavation	Cu. yd.	2,744	6.50	17,836.00
	Trench Excavation	Cu. yd.	116	11.00	1,276.00
	Finishing Roadbed and Slopes	All	All	–	2,800.00
	Furnishing and Placing Topsoil	Cu. yd.	100	10.50	1050.00
	Watering	M-Gal.	75	10.00	750.00
	Aggregate shoulders	Ton	100	7.75	775.00
	Cement Treated Base Mixture	Ton	4,300	11.25	48375.00
	Portland Cement in CTB Mixture	Ton	240	70.00	16800.00
	Asphalt in Seal	Ton	10	300.00	3000.00
	Aggregate "J" in Choke Seal	Ton	50	20.00	1000.00
	Class "C" Asphalt Concrete Mixture	Ton	3,500	15.80	55,300.00
	Asphalt Cement in Mixture	Ton	210	174.00	36,540.00

734-1736 (8-81)

248.012

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE — HIGHWAY DIVISION

Section	County	Sheet of
Greenwood Dr. NE – Manbrin. Dr. N. Sec.	Marion	2 of 3
Kind of Work	**Length**	**Date** / **Name**
	3'	

No.	Item	Code	Unit	Quant.	Unit Cost	Total
	8-inch Sewer Pipe		Lin. Ft.	187	15.00	2,805.00
	12-inch Sewer Pipe		Lin. Ft.	341	15.00	5,115.00
	Extra for Pipe Under Pavement		Lin. Ft.	91	20.00	1,820.00
	Concrete Manholes		Each	2	1000.00	2,000.00
	Concrete Inlets, Type G-2		Each	2	350.00	700.00
	Concrete Inlets, Type CG-3		Each	13	420.00	5,460.00
	Concrete Walks		Sq. Yd.	1,500	10.00	15,000.00
	Concrete Driveways		Sq. Yd.	500	14.00	7,000.00
	Concrete Curbs		Lin. Ft.	3,700	4.50	16,650.00
	Concrete Islands		Cu. Yd.	4	150.00	600.00
	Extra for Asphalt Approaches		Each	4	200.00	800.00
	Extra for Asphalt Driveways		Sq. Yd.	200	8.00	1600.00
	Drainage Curb		lin. Ft	~~150~~ 50	3.00	~~450.00~~ 150.00
	Adjusting Manholes		Each	5	225.00	1,125.00
	Adjusting Inlets		Each	1	200.00	200.00
	Capping Inlets		Each	5	200.00	1,000.00
	Single Mirror Supports		Each	1	90.00	90.00

734-1736 (8-81)

Total 310,477

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE — HIGHWAY DIVISION

Section	County	Sheet of
Greenwood Dr. NE–Manhein Dr. N. Sec.	Marion	3 3

Kind of Work	Length	Date	Name
Grading, Paving, Signing and Signals	0.23	6/8/83	Borgstedt

No.	Item	Code	Unit	Quant.	Unit Cost	Total
	Signing					
	Removal of Existing Signs		All	All	—	750 —
	Wood Sign Posts		All	All	—	2,700 —
	Type "C" + "D" Signs in Place		Sq. Ft.	87	12 —	1,044 00
	Type "EE" Signs in Place		Sq. Ft.	23	14 —	322 00
	Type "I" Signs in Place		Sq. Ft.	16	12 —	192 00
	Type "U" Signs in Place		Sq. Ft.	27	18 —	486 00
	Type "T" Signs in Place		Sq. Ft.	27	11 —	297 00
	Move & Reinstall Existing Signs		All	All	—	300 —
	Signals					
	Traffic Signal Installation, Complete		All	All	—	112,000 —
	Fire Pre-emption System, Complete		All	All	—	9,800 —
						438,318 —

734-1736 (8-81)

rll 16-1

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-0000(55)

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 80302 & 20066

2A. COUNTY NAME: Marion

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 6/22/83

8. FEDERAL ROUTE NUMBER: FAU 1705 & 1725

9. STATE ROUTE NUMBER: City Street

10. GENERAL LOCATION:

Greenwood Drive NE - Manbrin Drive N Section

11. GENERAL DESCRIPTION OF WORK

Grade, drain, pave and signals

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)*

Permanent Pavement Striping S.F.	$4,000
Temporary Pavement Striping S.F.	$1,600
Roadside Seed & Mulch S.F.	$ 500
Signal Controller Testing	$2,300
"OPTICOM" Testing	$1,025
State Furnished Software	$ 500
Signal Turn on	$ 500

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Potter's 6/20/83 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $509,423 Federal Funds $433,008.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
JUL 5 '83

14. DATE: 6/22/83

15. SIGNATURE OF APPROVING OFFICIAL: G K Hansen

16. TITLE: for Division Administrator

Originated 6/22/83

REFER TO: Potter
FOR

Info	Invest	R/D	D/E	Sig	Act	File

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9684

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION

In Reply Refer to
File No.:

PRO 6-2

Date: June 17, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 80302 & 20066
Project No. IX-0000(55)
Greenwood Dr. N.E.-Manbrin Dr. N. Section
Marion County

Attached support data consists of PR-1 form and project map.

It is the Oregon State Highway Division's present intention to receive bids for this project on July 14, 1983.

A copy of the State Clearinghouse A-95 review conclusions was forwarded previously.

JLG:bks
Attachments
cc: C.O. Fredrickson (Region 2)
Gary Zehner w/att.
General Files

7-13-83
R/W Deposit Adequate
PE (Deposit) is under-running)
deposit o.k. KEPhelps

734-1839

Budget Bureau No. 41-R2067; Approval Ex

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-81)

U.S. DEPARTME
BUREAU O

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

June 17, 1983

CARD	REPORT NUMBER (10)(20)	PROJECT LOCATION (45 typewriter spaces) 21 66		PRESENT	FUTURE (66)(70)	YEAR (71)(72)	REGION	STATE NAME	STATE CODE (2)
CARD 2		City St., 0.8 mi N of Salem NCL (Keizer), N	ADT	21,200	----	----	10	Oregon	41

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(76)	PROJECT NUMBER PREFIX LETTER(S) 14 29	NUMBER 7	SEQ. NO.
CARD 3	Gr, DR, H.T. Pave, T. Signals								IX-	0000	(55)

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME	CODE (14)(16)
CARD	Interstate Transfer Grants-Highways	Marion	047

NAME OF URBAN AREA 17-31	ROUTE NO.	FEDERAL-AID (92)	STATE (96)(97)	U.S. (41)
Salem	U	1705 & 1725*	Street	----

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE (42)(46)	STEP (53)	TERMINI (Full description)	MILES (54)(58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS (67)(76)	STATE FUNDS	OTHER FUNDS	CHA PRO (Fu
1	(1-5)(9)	(10	41	42	43	53				85%		County	
5					PE								
5					ROW								
5					CONST (CODE) TOPICS I000 Y008 Y031		"Greenwood Dr. NE-Manbrin Dr. N. Sec."	0.232	550,000	467,500	----	82,500	ROW-72' Access Parking complet
								0.232	550,000	467,500	----	82,500	

CARD 1	CODE 1	PREPARED BY	JLG	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES		

(16) (23)(24) (33)

FAU 1705 River Rd.
FAU 1725 Cherry Ave. NE

REMARKS
Additional Data: Item Nos. 80302 & 2006
Project Nos. M-1705 (2), (6), M-HES-1705
M-HES-1705(8) & M-1725(1), (2) respectiv

3241901

USCOMM DC

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

June 17, 1983

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
City St., 0.8 mi N of Salem NCL (Keizer), N	ADT	21,200	----	----	10	Oregon	41	178	80302 20066

POSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
ave, T. Signals								IX-	0000	(55)		

FUNDS	COUNTY NAME	CODE	PROGRAM STAGE
nterstate Transfer Grants-Highways	Marion	047	1 OR 2

A	ROUTE NO.	FEDERAL-AID	STATE	U.S.
Salem	U	1705 & 1725*	Street	----

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS	OTHER FUNDS County	CHARACTER OF PROPOSED WORK (Full description)
PE								
ROW								
CONST (CODE) TOPICS I000 Y008 Y031		"Greenwood Dr. NE-Manbrin Dr. N. Sec."	0.232	550,000	467,500	----	82,500	ROW-72' normal; Access Control-none; Parking Restrictions-complete.
D BY JLG		PROJECT TOTALS	0.232	550,000	467,500	----	82,500	

APPROVAL DATES

FAU 1705 River Rd.
FAU 1725 Cherry Ave. NE

REMARKS
Additional Data: Item Nos. 80302 & 20066;
Project Nos. M-1705 (2), (6), M-HES-1705(8),
M-HES-1705(8) & M-1725(1), (2) respectively.

-Over

USCOMM DUSCOMM-DC 48805-P61

Project Data: The project consists of: (1) widen and overlay River Rd. (FAU 1705) to provide a 61-foot curbed section to accommodate four 11-foot traffic lanes with a continuous 13-foot median lane and 2-foot shy distance adjacent to curbs and 5-foot concrete walk on each side; (2) channelize Cherry Ave. (FAU 172) and Manbrin Dr. intersections; (3) install traffic control signals with opticom, at Manbrin Dr. for both River Rd. and Cherry Ave. intersections; (4) install illumination as directed; (5) adjust utilities as required; and (6) incidental work common to this type of construction.

Data for FHWA-37:

Type Code I000 (Roadway)	$ 270,000
Type Code Y008 (Channelization)	135,000
Type Code Y031 (Traffic Signals)	145,000

Maintenance and Accommodation of Utilities: A State-County agreement complying with Section 116, Title 23 USC and paragraph 6d(1) of PPM 30-4.1 (FHPM 6-6-3-2) will be executed.

Note: (1) Project is in Congressional District No. 5.
(2) Included in FY 1983 AP in MWVCOG FY 1983 AE/TIP on page 22, item number 1.3.1 and 1.4.1.
(3) On-the-job trainees, as set forth in FHPM 6-4-1-2, on this project will be determined at PS&E stage and the number stipulated in the PS&E documents.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION

In Reply Refer to
File No.:

PRO 6-2

Date: June 17, 1983

To: Executive Department
Federal-Aid Coordination Unit

From: Gary A. Potter, Manager
Program Section

Subject: Federal-Aid Funding Application

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for Federal-Aid funding of the following:

Item No.	Project No.	Section Name & PNRS No.
80302	IX-0000(55)	Greenwood Dr. NE-Manbrin Dr. N PNRS #OR 7803-2-2070 PNRS #OR 7803-2-130

JLG:bks
Enc.
cc: Dale E. Wilken, FHWA
General Files

734-1639

9684

OREGON STATE HIGH[illegible] DIVISION 6-15-83 ghway # 724
120 DOT Building
Salem, Oregon 97310

Attention: Right-of-way Section

Subject: Federal Aid Project No. IX-1725(2) Prefix 324-2534

Project Name Greenwood Dr. N.E.-Manbrin Dr. N. (Salem)

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after Jaunuary 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidential charges related to the transfer of property will be paid by the county in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☒ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, business, or farm operations have been provided relocation payment[illegible], eligible, and relocation assistance. Displaced individuals or families have been relocated to [illegible] and sanitary housing or have been offered [illegible], safe, sanitary and fair [illegible] available on the open market.

C. Utilities

☒ 1. The [illegible] and/or adjustment of existing utilities within the right-of-way of the [illegible] referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Salem, Oregon, this 15th day of June, 1983

County of Marion

R. A. Hansen, County Engineer
for County Judge & Chairman

Commissioner

Commissioner

Certified By:
Virgil Wilson
Right-of-Way Supervisor
6/15/83

Instructions: Complete A or B and C.
R/W File No. _____
Rev. 1/81

PROGRAM SECTION
MANAGER _____ PROJECT UNIT _____
JUN 23 1983
MAN. ASSIST. _____ PROGRAM UNIT _____
REFER TO _____
FOR _____

9684

ROBERT J. HANSEN, DIRECTOR
ENGINEERING 588-5036
INSPECTION & SURVEYING
588-5325

DEPARTMENT OF PUBLIC WORKS

300 Senator Building, 220 High St. N.E. Salem, Oregon 97301

May 16, 1983

PROGRAM SECTION
MANAGER ..... PROJECT UNIT 5
MAY 26 1983
MAIL ASSIST. ..... PROGRAM UNIT .....
REFER TO .....
FOR .....

Mr. Phillip O. Stearns
Region Federal Aid Specialist
Oregon Dept. of Transportation
Oregon State Highway Division
Region II - 2960 E. State Street
Salem, Oregon 97310

RE: Signal Plans
Greenwood Drive - Manbrin Drive Section
North River Road

Dear Phil:

Enclosed is one signed copy of the signal plans for the Greenwood Drive - Manbrin Drive Section of North River Road. The plans were reviewed by our office and we have noted several items that required clarification and/or revisions.

1) Fire preemption is not provided for all signalized approaches and may not be possible to provide east to west or east to south movement from Manbrin Drive onto North River Road. Because of the many questions that have arisen all along North River Road concerning fire preemption it is appropriate that we have a meeting with the Keizer Fire Department, Oregon Department of Transportation signal designers and our staff to review the entire system.

2) Pull boxes should be installed at the base of every signal pole and at the base of the controller cabinet. This allows maintenance personnel easy access to signal wiring and underground conduits.

3) The east bound signal heads for Manbrin Drive at North River Road should be 12" red, 12" yellow and 12" green size signal lens. The larger size affords better visibility and thus increased safety.

4) We request that the special provisions call for the existing signal equipment to be delivered to the Marion County Shops, 5155 Silverton Road, Salem.

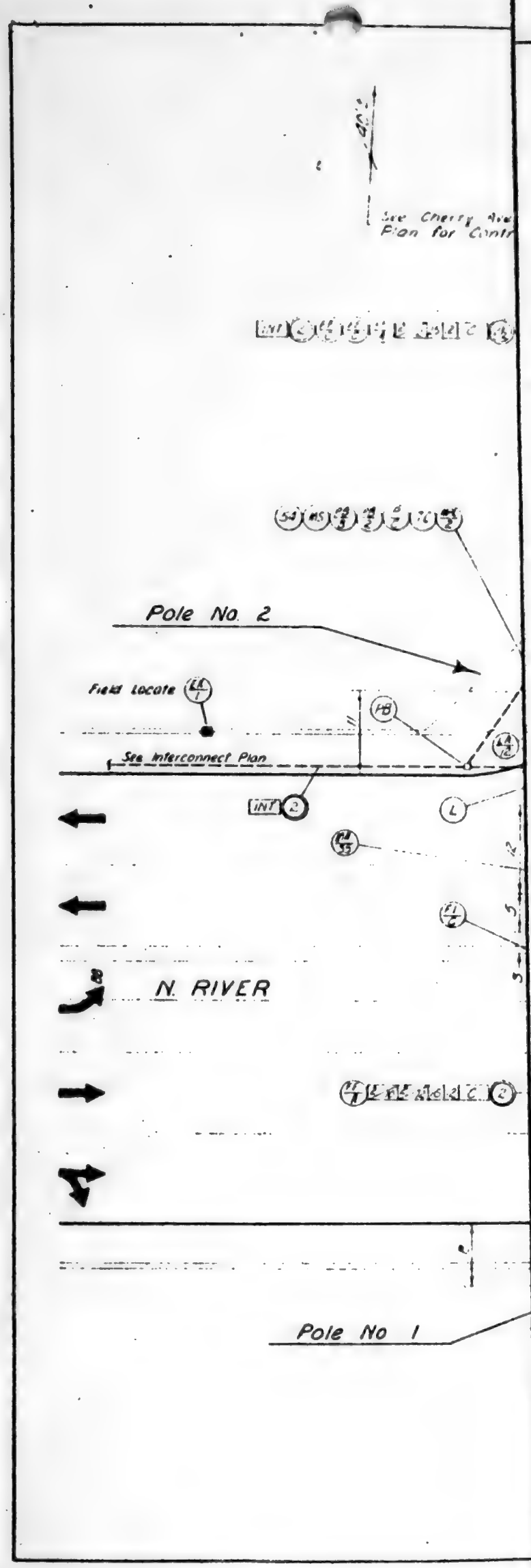
Thank you for the opportunity for a timely review of the signal plans.

Sincerely,

Robert J. Hansen
Director of Public Works

BM:dc

Enc.



SIGNAL PLAN
RIVER RD. AT MANBRIN DR.

SCALE 0 0 20 40 FEET

N

L E G E N D

- (4) Existing power pole (power source)
- (4/T) Install Type (T) standard traffic signal mast arm pole
- (4/T) Install Type (T) standard traffic signal mast arm pole with luminaire pole extension (30 ft. mounting height)
- (M/L) Install (L) foot traffic signal mast arm
- (L/L) Install (L) foot luminaire arm
- (MB) Install metal pole barrier
- (V/Ph) Install Phase (Ph) vehicle signal
- (PV/Ph) Install Phase (Ph) programmed vehicle signal
- (P/T) Install Type (T) modified pedestrian signal
- (PB/Ph) Install Phase (Ph) pedestrian pushbutton with instruction sign
- (OS/LT) Install interior illuminated "LEFT TURN SIGNAL" sign
- (OS/AL) Install interior illuminated through and left arrow sign
- (OS/RT) Install interior illuminated right arrow "ONLY" sign
- (SS) Install single sign support (see Drg. No. 2992)
- (TC) Install terminal cabinet
- (SA) Install service cabinet with 20 amp SP circuit breaker for illumination
- (MS) Install 120 volt meter base for illumination
- (PB) Install 17"x10"x12" concrete pull box with locking concrete cover
- [C] Install one No. 2 Type THWN wire (signal system common)
- [N G] Install (N) No. (G) Type THWN wires
- [N/G] Install (N) No. (G) Type TW wires
- [INT] Install Type 3002 six pair interconnect cable
- (S) Install (S) inch electrical conduit
- (F/Ch) Install Channel (Ch), (X)-way fire pre-emption detector unit
- (F/Ch) Install Channel (Ch) fire pre-emption detector feeder cable
- (L) Install 150W, 120V, high pressure sodium lamp in medium, *semi-cutoff*, II unit with photo-electric control

T = Type shown
L = Length shown
Ph = Phase shown
N = Number of conductors shown
G = AWG size shown
S = Size shown
X = Number shown

Ch = Channel shown
A = Standard plumbizer
E = Elevator plumbizer
423 = 12"R, 8"Y, 8"G
456 = 12"R, 12"Y, 12"G
458 = 12"R, 12"Y, 12"GLTA

PRELIMINARY COPY

APR 8 19[illegible]

SUBJECT TO MUTUAL REVIEW

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

TRAFFIC SIGNAL INSTALLATION
GREENWOOD DR. N.E. – MANBRIN DR. N. SEC.
RIVER RD. N.
MARION COUNTY

November 1982

ACCOMPANIED BY DWGS 1471, 1472, 1473, 1488, 1489, 2990, 2991, 2992, 31117, 35009, 35010, 8531 thru 8534

8531

9684

CITY OF SALEM, OREGON
City Hall / 555 Liberty St
Zip Code 97301

Public Works Department

IX-1725(1)

March ~~22~~, 1983

Phil Stearns, Federal Aid Specialist
Oregon State Highway Division, Region 2
E. Salem Highway Building
2960 E. State Street
Salem, OR 97310

RE: North River Road and Cherry Avenue
W.O. #790406
North River Road to Alder Drive Section
Preliminary Plan Approval

Dear Mr. Stearns:

This is in response to your letter of August 18, 1982, which requested approval of the preliminary plans for the subject project by the City of Salem.

This is to advise you that the City of Salem will not be approving the plans for this project. As evidenced by prior correspondence, the City has reservations regarding the operation of the compromise plan. The City is not contributing to the financing of this project.

Very truly yours,

DEPARTMENT OF PUBLIC WORKS

Marlin D Brinkley

Marlin D. Brinkley, P.E.
City Engineer

PROGRAM MANAGEMENT SECTION
DHM ☐ DES ☐
SAM ☐ MJK ☐ DNH ☐

MAR 29 1983

REFERRED TO _____
FOR _____

FILE: PM FA LG.

MDB:RWL:dh

cc: Robert Hansen, Director of Public Works, Marion County
Ronald J. Merry, Director of Public Works, City of Salem
Rosalind A. Daniels, Assistant Director of Public Works/Engineering
Ralph W. Lambert, Project Engineer
Larry Toerper, Traffic Engineer

3-28-83
City has had opportunity to review subject plans and chose not to comment. I don't believe it's necessary to have City's approval to advance the project. — Phil Stearns

9684

RECEIVED
MAR 3 1983
MARION COUNTY ENGINEER

CITY OF SALEM, OREGON
City Hall / 555 Liberty St.
Zip Code 97301
Public Works Department

March 3, 1983

C.O. Fredrickson, Region Engineer
Oregon State Highway Division, Region 2
E. Salem Highway Building
2960 E. State Street
Salem, OR 97310

RE: Cherry Avenue W.O. 790400
North River Road to Alder Drive Section
Construction Finance Agreement No. 7697

Dear Mr. Fredrickson:

This is a followup to the City's letter to Ed Hunter, dated December 10, 1982 concerning the Cherry Avenue-North River Road intersection area. In that letter we stated that we would advise you when the Salem City Council and Marion County Board of Commissioners reached agreement on use of the remaining interstate transfer funds.

Attached is a copy of the 5th Amendment to the Memorandum of Understanding for interstate transfer projects. This 5th Amendment was approved by the Salem City Council on February 22, 1983 and by the Marion County Board of Commissioners on February 23, 1983. The 5th Amendment is now in the process of being signed by all parties.

The 5th Amendment shows the use of interstate transfer funds for the Cherry Avenue-Manbrin Drive and for construction of the following portion of North River Road:

Greenwood Drive to 600' South of Manbrin Drive	100% local share from County
Appleblossom Avenue to Salem City Limits	100% local share from County
Salem City Limits to Stark Street	100% local share from City

The concept on North River Road is for interstate transfer funds to supplement available federal aid urban funds in order to complete the widening of North River Road from Greenwood Drive to Stark Street during 1983.

Byron Meadows of the Marion County Public Works Deparment has told us that the anticipated schedules for these projects is as follows:

North River Road widening Greenwood Drive to Stark Street	-	Bid April 1983
Cherry Avenue-Manbrin Drive	-	Bid June 1983

Based upon the City's letter of December 10, 1982, the 5th Amendment to the Memorandum of Understanding and the anticipated project scheduling, it now appears appropriate for the State to revise the Construction-Finance Agreement No. 7697 to reflect these recent actions.

In addition, the Construction-Finance Agreement for the North River Road project will also need to be brought up-to-date, to incorporate the use of both federal aid urban and federal aid interstate transfer funds. The City-State Preliminary Engineering and Construction-Finance Agreement No. 7178 was approved in October and November 1979.

Very truly yours,

DEPARTMENT OF PUBLIC WORKS

Marlin D. Brinkley, P.E.
City Engineer

MDB:RWL:dh
Attachment

cc: Robert Hansen, Director of Public Works, Marion County
Ronald J. Merry, Director of Public Works, City of Salem
Rosalind Daniels, Assistant Director of Public Works/Engineering
Ralph W. Lambert, Project Engineer

CITY OF SALEM, OREGON
City Hall / 555 Liberty St.
Zip Code 97301
Public Works Department

December 10, 1982

Ed Hunter, Assistant State Highway Engineer/
Technical Services
Oregon State Highway Division
Transportation Building
Salem, OR 97310

RE: Cherry Avenue W.O. 790400
North River Road to Alder Drive Section
Construction-Finance Agreement No. 7697

Dear Mr. Hunter:

The construction-finance agreement for the North River Road to Alder Drive section of Cherry Avenue was recently revised by the State at the request of Marion County to delete the City's financial participation in the project. In the processing of removing the City's financial participation the City was entirely removed as a party to the agreement. All agreements on the I-305 transfer projects involve the three agencies, State, County and City regardless of financial participation. The primary City obligation would be review and approval of plans, estimates, etc.

In recitals 2 and 3 on page one of the agreement, the description of the project is as follows:

> 2. ...Under said authority, State, and the County plan and propose to construct the North River Road-Alder Drive section of Cherry Avenue, herein-after referred to as "project". The location of the project is approximately as shown on the sketch map attached hereto, marked Exhibit A, and by this reference made a part hereof. The project will be financed with Interstate Transfer (e) (4) funds withdrawn from the I-305 Freeway and local matching funds to be provided by Marion County with no expense to the State.
>
> 3. It is proposed that the project will consist of all work necessary to improve a segment of Cherry Avenue to a 4-lane facility with median and sidewalks. Additional right of way will be required and will be acquired as a part of the project. The existing connection to River Road will be modified and the major portion of traffic routed via Manbrin Drive. All engineering services will be provided by the State. The required 15 percent local matching funds will be provided by the County.

This description does not include the widening of North River Road from Greenwood Drive to south of Manbrin Drive. The widening of North River Road is a separate project funded from Federal aid urban funds. The State's

overlay revision to the Cherry-Manbrin Detail Map (November 1981) as revised May 20, 1982 shows these two project on one map. Recent discussions with Marion County indicate that they view the widening of Cherry Avenue, Manbrin Drive and North River Road all as one project. The work may all be contracted together, however, the City has never agreed that the construction of the widening of North River Road be funded from interstate transfer funds.

Therefore, the construction-finance agreement will need to be revised. The City needs to be added as a party to the agreement, and the project scope needs to be clarified. The City and Marion County are continuing to negotiate the scope of work which is to be funded from interstate transfer funds. We will advise you when the Salem City Council and Marion County Board of Commissioners have reached agreement. At that point the construction-finance agreement can be revised as necessary.

Very truly yours,

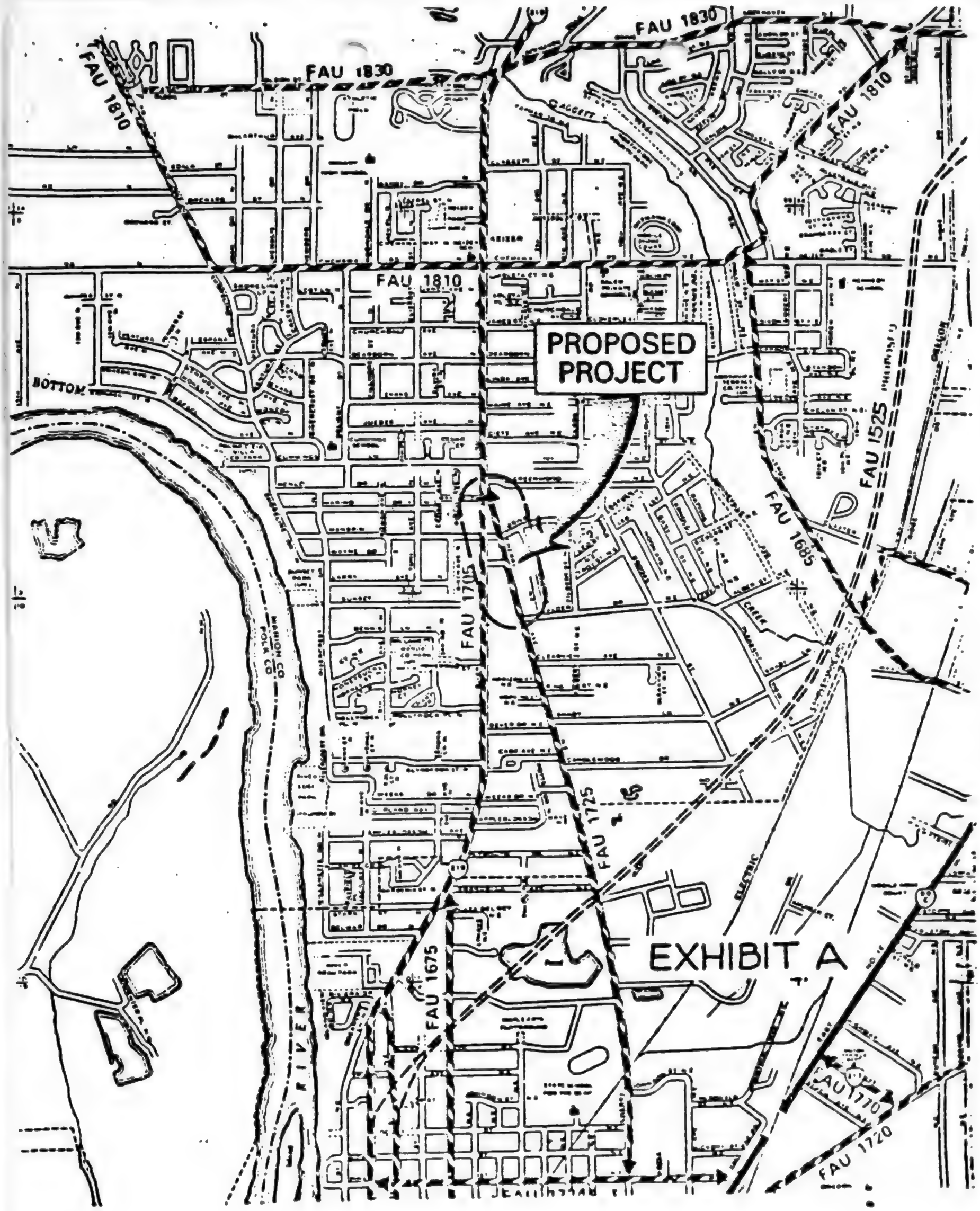
DEPARTMENT OF PUBLIC WORKS

Ronald J. Merry

Ronald J. Merry,
Director of Public Works

RJM:RWL:dh
Attachments

cc: C.O. Fredrickson, OSHD Region 2 Engineer
Robert Hansen, Marion County Director of Public Works
Russ Abolt, Assistant City Manager
Rosalind A. Daniels, Assistant Director of Public Works/Engineering
Ralph W. Lambert, Project Engineer


FAU 1830
FAU 1810
FAU 1830
FAU 1810
FAU 1810
PROPOSED PROJECT
BOTTOM
FAU 1705
FAU 1685
FAU 1525
FAU 1725
FAU 1675
FAU 1770
FAU 1720
RIVER
MARION CO
POLK CO
EXHIBIT A

FIFTH AMENDMENT TO THE MEMORANDUM OF UNDERSTANDING
BETWEEN THE CITY OF SALEM, MARION COUNTY, AND THE
COORDINATING COMMITTEE OF THE SALEM AREA TRANSPORTATION
STUDY CONCERNING THE TRANSFER OF I-305 FUNDS

On the 18th of May, 1977, the CITY OF SALEM, hereinafter called "City", MARION COUNTY, hereinafter called "County", and the SALEM AREA TRANSPORTATION STUDY COORDINATING COMMITTEE entered into an agreement concerning the transfer of the I-305 funds to alternate projects. That agreement was further amended on the 6th of June, 1979, and the 29th of October, 1980, and the 11th of March, 1981, and the 28th of October, 1981.

It is the desire of the City and County, due to changing conditions and circumstances, to make a fifth amendment to the original agreement in order to redesignate priorities on the basis of transportation needs and realistic construction schedules.

NOW, THEREFORE, IT IS HEREBY AGREED between the parties to further amend the Memorandum of Understanding, and all amendments thereto, in order to redesignate project priorities and local match payment responsibility.

The revised priority of projects using the withdrawn I-305 funds and responsibility to provide the local (non-federal) share for these projects is as follows:

The following project list does not list prior agreed to projects in the previous Memorandum of Understanding as amended, but continues the same numbering sequence.

Project and Priority	Local Match Responsibility
5. Salem Parkway Corollary Projects	
A. Cherry Avenue-Manbrin Drive (R.O.W./Const.)	100% local share from County
6. Mission Street-12th Street to 24th Street	50% local share (not to exceed $1.5 million) from City
Alternate II Revised (R.O.W./Const.)	Balance of local share from O.D.O.T.
7. South Commercial Street-Superior Street to Vista Avenue	
Alternate II (R.O.W./Const.)	100% local share from O.D.O.T.
8. Kubler Boulevard-Cordon Road PE/EIS	
A. Commercial Street to Turner Road including Kubler Boulevard Interchange at I-5.	100% local share from City
B. Turner Road to Aumsville Highway	100% local share from County
C. Aumsville Highway to Santiam Highway 22 including Cordon Road Interchange at Highway 22.	100% local share from City (C.E.D.D.)

Project and Priority	Loc Match Responsibility
9. Hawthorne Avenue-Center Street to State Street	
PE/EIS for 4/5 lanes	100% local share from City
10. South Salem East/West Corridor Study	
Fairview Avenue, Vista Avenue, Madrona Avenue, Browning Avenue, etc.	100% local share from City
11. Kubler Boulevard Interchange	
Right of Way and Construction	100% local share from City
12. North River Road (Construction)	
Greenwood Drive to 600' South of Manbrin Drive	100% local share from County
Appleblossom Avenue to Salem City Limits	100% local share from County
Salem City Limits to Stark Street	100% local share from City

The State participation in the Mission Street and South Commercial Street projects is based upon Oregon Transportation Commission actions on November 16, 1982.

IT IS FURTHER AGREED that except as set forth in this fifth amendatory agreement, the original agreement of the parties dated the 18th of May, 1977, and the first, second, third, and fourth amendatory agreements, dated the 6th of June, 1979, and the 29th of October, 1980, and the 11th of March, 1981, and the 28th of October, 1981, respectively, shall remain in full force and effect.

IN WITNESS WHEREOF, the parties have executed this fifth amendatory agreement this 28th day of February, 1983.

APPROVED AS TO FORM:

MARION COUNTY BOARD OF COMMISSIONERS

_____

_____
Chairman

_____
Commissioner

_____
Commissioner

APPROVED AS TO FORM:

CITY OF SALEM

_____
Salem City Attorney

_____
Mayor

COORDINATING COMMITTEE OF THE
SALEM AREA TRANSPORTATION STUDY

_____
City Recorder, Deputy

_____

96-14

Parkway
ROW 12

STATE OF OREGON

INTEROFFICE MEMO

RECEIVED
TECHNICAL SERVICES
FEB 23 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Apt | File

TO: E. S. Hunter, Assistant
State Highway Engineer

FROM: J. B. Boyd PE, PLS
Right-of-Way Manager

DATE: February 22, 1983

Verstoeg ✓
Anderson
Adams ✓
Olson
Sullivan
Terpin
Trow
Watson

RECEIVED
FEB 23 1983
ROAD DESIGN
SECTION

Do Not File
Return To
Bring
Action

SUBJECT: Project Progress

Pursuant to your request of 2-17-83, I have reviewed the five specific projects you brought to my attention. The report is as follows:

First Project: Greenwood - Manbrin Drive Section, reconstruction of Cherry Avenue.

This is a project which bears responsibility on both the city and the county. To give you a brief rundown how a project such as this goes, see the following chronology.

April 6, 1982	Descriptions
May 6, 1982	Relocation Plan
July 22, 1982	FHWA Authorization to proceed
August 8, 1982	County/State Service Agreement
November 23, 1982	Olson to Hunter - funding problem
November 24, 1982	Hansen to Swan - proceed
December 23, 1982	Hansen to Wilson proceed with right-of-way.

This is a very difficult project. We believe we have done everything possible. The one parcel, the Cleaners, is adamant in wanting to stay at at that location. It will have to go through condemnation, which will be the responsibility of Marion County. If everything goes alright, we will be able to complete this right-of-way acquisition by May. It is extremely tight, we will do everything we can to accomplish it.

Second Project: Thompson Creek Culvert, Lane County, Highway 229.

Adams please run Br. design via Multi-plate 1-2 wks till design ready for RR encroachment.

It was indicated that this was a railroad encroachment problem. The problem is deeper than that. Our railroad liaison man, Mr. Roger Trygstad has not received any designs. The communications have all been of a very preliminary nature, such as getting information from the railroad as to their ownerships. We have seen no design so we can't proceed with any firm negotiations.

Third Project: Southern Pacific crossing, 19th Ave. in Springfield.

It was indicated that there was a problem with the railroad agreement. The problem is not with the railroad agreement. The only responsibility the railroad unit has is to prepare the agreement with the railroad for the crossing protection. The county is obtaining the right-of-way. It appears the county will accomplish their goal from our check with

REFERRED TO
Watson / Mann
Cole Stoudenmeyer
Eriksen King
Beard Dorn Lee
Return Discuss Do File Due
By FINAL DESIGN ENGINEER

NOTED
E. S. HUNTER
To Trygstad

81-125-1307

Southern Pacific. We do not anticipate having any problems executing the agreements prior to the contracting time in June.

Fourth Project: Umatilla River Bridge

I have written a letter to the superintendent, Oregon Division Union Pacific Railroad. I will pursue this particular problem. I am hopeful that we will have a solution shortly. Mr. Roger Trygstad has worked diligently on this problem in working with the design staff and locating engineer. I do think the solution we have presented has an opportunity for success. I will continue to follow up on this.

Fifth Project: Linn County Line - Suttle Lake Drainage Easement

We have just received this drainage easement description. I see no problem with obtaining it. Our right-of-way supervisor has made contact with the owner. It is of benefit to him. We do not anticipate any problem having this executed by an April letting.

cc: Virgil Wilson
Neil Flanagan
Harold Brainard

NOTE: Please continue to place all emphasis possible on these projects in your regions.

STATE OF OREGON

Highway - Traffic

INTEROFFICE MEMO

TRA 23

TO: D. N. Stoudenmeyer
Preliminary Design Supervisor

DATE: February 18, 1983

FROM: L. E. George
Traffic Engineer

SUBJECT: Signing
Greenwood Drive N.E.-Manbrin Drive N. Section
River Road and Cherry Avenue N.E.
Marion County

Versteeg
Anderson
Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
FEB 24 1983
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up
Action

Attached are two prints of the approved sign study plans for the above project.

This work should be included in the contract scheduled for April 28, 1983.

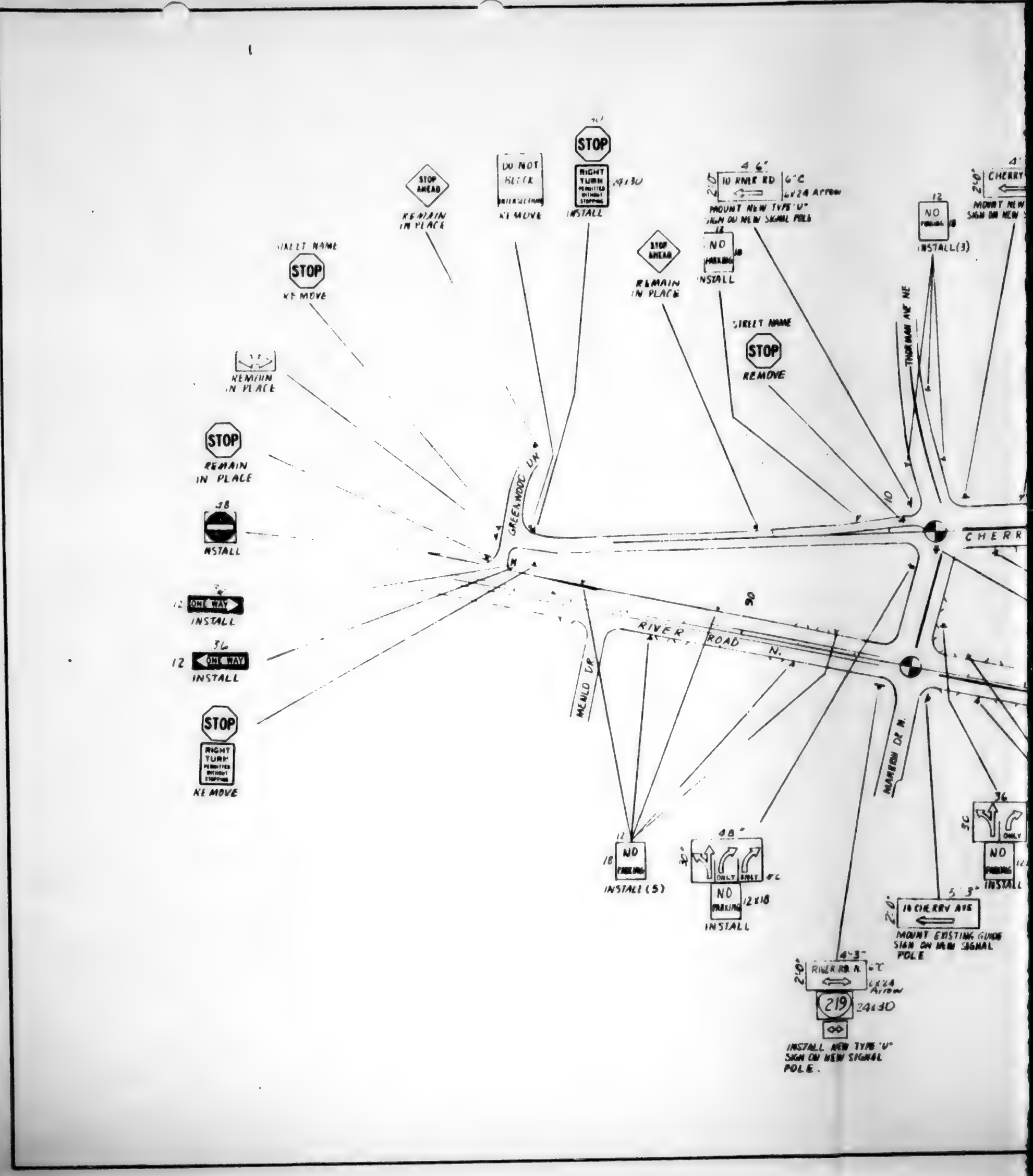
L. E. George
Traffic Engineer

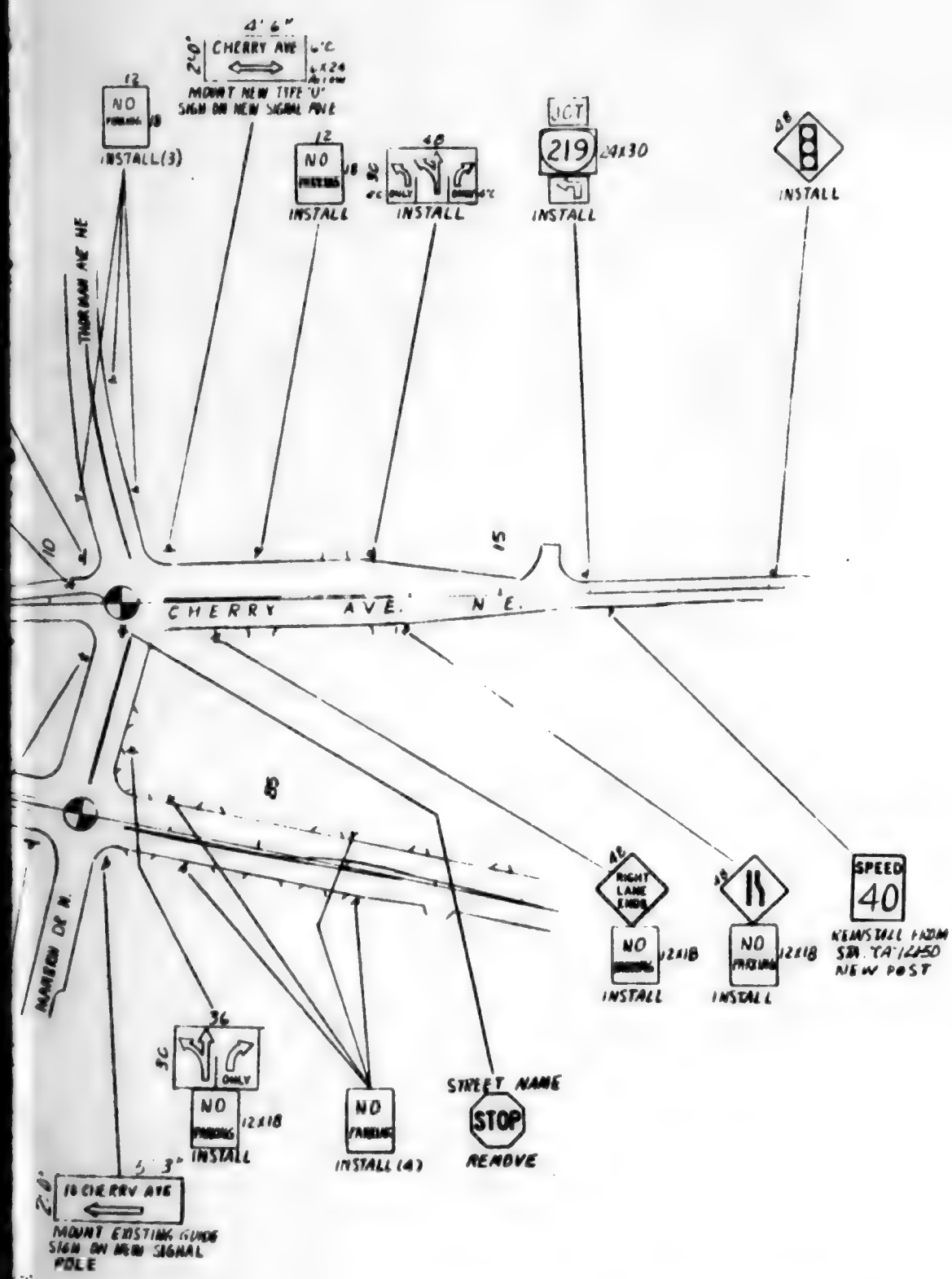
ELS:ds
Attachments

cc: C. O. Fredrickson
R. A. Kuehn

REFERRED TO
Watson ..... Mann .....
Cole ..... Kelly .....
Erikson ..... Lee .....
Board ..... Dorn .....
Return Disease Do File Due .....
By FINAL DESIGN ENGINEER

81-125-1387


STOP
REMAIN IN PLACE
STOP AHEAD
REMAIN IN PLACE
DO NOT BLOCK
RE MOVE
STOP
RIGHT TURN PERMITTED WITHOUT STOPPING
INSTALL
4'6"
10 RIVER RD
6"C
6"x24 Arrow
MOUNT NEW TYPE 'U' SIGN ON NEW SIGNAL POLE
NO
INSTALL
STOP AHEAD
REMAIN IN PLACE
STREET NAME
STOP
RE MOVE
STOP
REMAIN IN PLACE
ONE WAY
INSTALL
ONE WAY
INSTALL
STOP
RIGHT TURN PERMITTED WITHOUT STOPPING
RE MOVE
GREENWOOD LN
THURMAN AVE NE
NO
INSTALL(3)
CHERRY
MOUNT NEW SIGN ON NEW
RIVER ROAD N.
MENLO DR
MANION DR N.
NO
INSTALL (5)
48"
ONLY
ONLY
NO
12x18
INSTALL
36
ONLY
NO
INSTALL
5'3"
10 CHERRY AVE
MOUNT EXISTING GUIDE SIGN ON NEW SIGNAL POLE
4'3"
RIVER RD N.
6"C
6"x24 Arrow
219
24x30
INSTALL NEW TYPE 'U' SIGN ON NEW SIGNAL POLE.



NOTE: STREET NAME SIGNS BY OTHERS

SIGNALIZED INTERSECTION

Robert J. Johnson
COUNTY APPROVAL
12/7/82
DATE

SIGNING PROJECT

GREENWOOD DR. N.E. ~ MANBRIN DR N
CHERRY AVE. NE (FAU 1725) ~ MARION COUNTY

Action	Date	By	Title
Submitted	11-8-82		
Approved	11/5/82		
	11/24/82		Traffic E.
			Asst. Dir.
Accepted	2/15/83		FHWA

OREGON DEPARTMENT OF TRANSPORTATION
NOISE STUDY REPORT

Project Greenwood Dr.-Manbrin Dr. | Preparer Lee Doss
Highway River Road & Cherry Avenue N.E. | Date February 15, 1983
County Marion | City Keizer

Project Description:

The project will reconstruct River Road and Cherry Avenue for a distance of 1½ blocks south of their junction. Manbrin Drive will be reconstructed between the two, and also for a short distance easterly of Cherry Avenue, providing a left turn refuge. Manbrin will also be realigned, placing its intersection with Cherry Avenue 50 feet south of its present position. (See excerpt from plans attached).

Existing Land Use Activities:

Private properties adjacent to the project are in commercial use except for the following: two residences on the east side of Cherry Avenue toward its northerly terminus (a third residence between them has been converted to a furniture outlet), two residences on the west side of River Road south of Manbrin and south of Keizer Chevron filling station which is on the corner, and an apartment house immediately south of these two residences. Property east of Cherry Avenue, north and south of Manbrin is vacant except for the new Elks Lodge building about 400 feet distant.

TRAFFIC DATA AND PREDICTED NOISE LEVELS, Link 2

(Worst case situations as noted)

Year	Autos	Medium Trucks	Heavy Trucks	Speed (mph)	Noise Levels @ 50 ft. from ℄ Leq, dBA	Leq 67 dBA (Dist. from Road ℄)
	(vehicles per hour)					
1982 (Existing)	2,185	25	10	35	68	64 ft. (peak hr.)
2002 (No-Build)	2,115	25	10	35	68	59 ft. (peak hr.)
2002 (Build)	1,455	40	15	35	68	59 ft. (peak truck hour)

Note: Future traffic is expected to be less on North River Road due to construction of the Salem Parkway and diversion of some traffic to that facility.

Existing Sound Levels: See previous table. No field measurements were taken.

Traffic Noise Impacts:

None. The outside activity criterion of Leq 67 dBA was used recognizing outside activity areas in residential back and side yards. The 67 dBA noise contour is located about 10 feet short of the mentioned residences on River Road.

Traffic Noise Mitigation:

None recommended. The Salem Parkway will serve partially as an alternate truck route as well as diverting a large portion of what would have been River Road traffic.

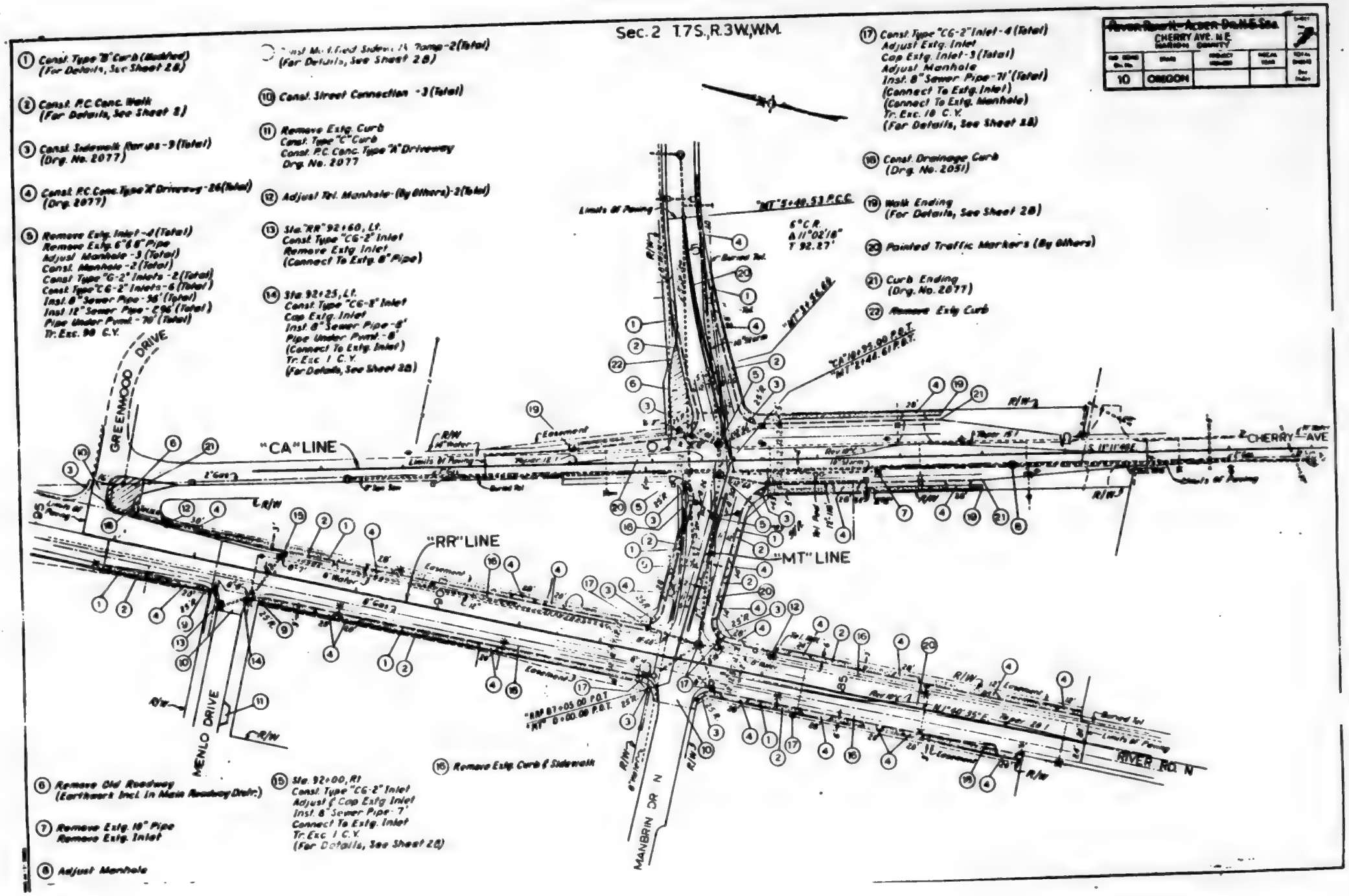
Construction Noise: Pavement breaking and salvage, grading and paving operations.

Impacts: Minor.

Mitigation: (See Attachment).

Local Coordination:

A copy of this report will be sent to the City of Keizer and to Marion County for use in planning along neighboring portions of River Road and Cherry Avenue. Responsibility for mitigation of traffic noise in any future developments on private properties adjacent to the project will rest with local authorities and with the developer.


Sec. 2 17S., R.3W.W.M.
CHERRY AVE. N.E.
MARION COUNTY
10
OREGON
1 Const. Type "B" Curb (Modified) (For Details, See Sheet 28)
2 Const. P.C. Conc. Walk (For Details, See Sheet 2)
3 Const. Sidewalk Ramps - 9 (Total) (Drg. No. 2077)
4 Const. P.C. Conc. Type 'A' Driveway - 26 (Total) (Drg. 2077)
5 Remove Exist. Inlet - 4 (Total) Remove Exist. 6" & 8" Pipe Adjust Manhole - 3 (Total) Const. Manhole - 2 (Total) Const. Type "G-2" Inlets - 2 (Total) Const. Type "CG-2" Inlets - 6 (Total) Inst. 8" Sewer Pipe - 36' (Total) Inst. 12" Sewer Pipe - 295' (Total) Pipe Under Pvmt. - 70' (Total) Tr. Exc. 90 C.Y.
6 Remove Old Roadway (Earthwork Incl. In Main Roadway Distr.)
7 Remove Exist. 10" Pipe Remove Exist. Inlet
8 Adjust Manhole
9 Const. Modified Sidewalk Ramps - 2 (Total) (For Details, See Sheet 28)
10 Const. Street Connection - 3 (Total)
11 Remove Exist. Curb Const. Type "C" Curb Const. P.C. Conc. Type "A" Driveway Drg. No. 2077
12 Adjust Tel. Manhole - (By Others) - 2 (Total)
13 Sta. "RR" 92+60, Lt. Const. Type "CG-2" Inlet Remove Exist. Inlet (Connect To Exist. 8" Pipe)
14 Sta. 92+25, Lt. Const. Type "CG-8" Inlet Cap Exist. Inlet Inst. 8" Sewer Pipe - 8' Pipe Under Pvmt. - 8' (Connect To Exist. Inlet) Tr. Exc. 1 C.Y. (For Details, See Sheet 28)
15 Sta. 92+00, Rt Const. Type "CG-2" Inlet Adjust & Cap Exist. Inlet Inst. 8" Sewer Pipe - 7' Connect To Exist. Inlet Tr. Exc. 1 C.Y. (For Details, See Sheet 28)
16 Remove Exist. Curb & Sidewalk
17 Const. Type "CG-2" Inlet - 4 (Total) Adjust Exist. Inlet Cap Exist. Inlet - 3 (Total) Adjust Manhole Inst. 8" Sewer Pipe - 71' (Total) (Connect To Exist. Inlet) (Connect To Exist. Manhole) Tr. Exc. 10 C.Y. (For Details, See Sheet 28)
18 Const. Drainage Curb (Drg. No. 2051)
19 Walk Ending (For Details, See Sheet 28)
20 Painted Traffic Markers (By Others)
21 Curb Ending (Drg. No. 2077)
22 Remove Exist. Curb
GREENWOOD DRIVE
"CA" LINE
"RR" LINE
"MT" LINE
CHERRY AVE
MENLO DRIVE
MANBRIN DR N
RIVER RD N
Limits of Paving
R/W
Easement
"MT" 5+48.53 P.C.C.
6° C.R.
Δ 11°02'16"
T 92.27'
"CA" 90+55.00 P.O.T.
"MT" 5+48.61 P.O.T.
"RM" 87+05.00 P.O.T.
"RT" 0+00.00 P.O.T.

NOISE STUDY, GREENWOOD DR. - MANBRIN DR., CITY OF KEIZER, MARION COUNTY

The following construction noise abatement measures will be included in the project construction specifications:

1. No construction shall be performed within 1,000 feet of an occupied dwelling unit on Sundays, legal holidays and between the hours of 10:00 p.m. and 6:00 a.m. on other days without the approval of the Project Manager.

2. All equipment used shall have sound control devices no less effective than those provided on the original equipment. No equipment shall have an unmuffled exhaust.

3. All equipment shall comply with pertinent equipment noise standards of the U.S. Environmental Protection Agency.

4. The noise from rock crushing or screening operations performed within 3,000 feet of any occupied dwelling shall be mitigated by strategic placement of material stockpiles between the operation and the affected dwelling or by other means approved by the Project Manager.

Should a specific noise impact complaint occur during the construction of the project, the contractor at his own expense may be required to implement one or more of the following noise mitigations as directed by the Project Manager.

1. Locate stationary construction equipment as far from nearby noise sensitive properties as possible.

2. Shut off idling equipment.

3. Reschedule construction operations to avoid periods of noise annoyance identified in the complaint.

4. Notify nearby residents whenever extremely noisy work will be occurring.

5. Install permanent or portable acoustic barriers around stationary construction noise sources.

9684

ROBERT J. HANSEN, DIRECTOR
ENGINEERING 588-5036
INSPECTION & SURVEYING
588-5325

DEPARTMENT OF PUBLIC WORKS

300 Senator Building, 220 High St. N.E. Salem, Oregon 97301

December 6, 1982

Oregon State Treasurer
Attn: Cheryl Griffith
Local Government Investment Pool
Room 159, State Capitol Building
Salem, Oregon 97310

RE: North River Road - Alder Drive Section
Cherry Avenue
FAU 1725

Dear Ms. Griffith:

Attached for appropriate action is a copy of a completed blanket "Limited Power of Attorney" that was transmitted to you on October 27, 1981, authorizing the Oregon State Highway Division to withdraw funds from the Local Government Investment Pool (Account No. 4718) for Marion County's share of costs of the Federal Aid Project.

Funds in the amount of $37,500 for the above referenced project were transferred directly to the Local Government Investment Pool by the Marion County Treasurer on December 6, 1982.

Sincerely,

Robert J. Hansen
Director of Public Works

cc: Highway Accounting - w/attachments
D. E. Swan - w/attachments
Board of Commissioners
Ralph Grim
Earl Horton
Margaret Lelack
Gary Zener

Attachments

BM:rw

PROGRAM MANAGEMENT SECTION
DHM ☐ DES ☐
SHM ☐ MJK ☐ DNH ☐
DEC 8 1982
REFERRED TO _____
FOR _____
FILE: PM FA LG.

LIMITED POWER OF ATTORNEY
LOCAL GOVERNMENT INVESTMENT POOL

Marion County hereby appoints the Investment Manager of the Oregon State Excess Fund as attorney in fact for it, and said officer shall have the power of attorney to negotiate warrants made payable to the Oregon State Department of Transportation, Highway Division, and delivered to said officer by either H. S. Coulter, State Highway Engineer; Vernon E. Skoog, Highway Division Comptroller; Frank R. Griffin, Highway Division Assistant Comptroller; or Richard Hacek, Highway Division Assistant Comptroller for the State of Oregon, for the purpose of depositing the proceeds of such warrants to the account of the Oregon State Department of Transportation, Highway Division, with the Oregon State Treasurer.

The Marion County Treasurer, upon request by the Director of Public Works, will deposit with the State of Oregon Investment Pool various sums of money determined to be the County's share of the cost of certain improvements to be made in connection with Federal Aid projects. The purpose of this deposit is to create an account from which to pay the County's share of the cost of said projects. County deposits will each be identified as made for a specific project, and subsequent withdrawals by the State will be charged to individual project funds.

By this document Marion County authorizes the Highway Division of the State of Oregon, Department of Transportation, to draw on the account created by this instrument for the purposes above stated with the State Excess Fund. The authorized signatures of withdrawal will be one of any of the following: H. S. Coulter, Vernon E. Skoog, Frank R. Griffin, or Richard J. Hacek. The signature of any one of them upon a voucher in a form acceptable to the custodians of the State Investment Pool shall constitute proper authority for the withdrawal of money up to the total amount of deposit identified above.

The authorized signatures of the above individuals shall be furnished by the Highway Division of the Department of Transportation to the State Treasury Department.

The County will withdraw interest earned by the account as it deems appropriate.

This Power of Attorney was authorized by Marion County this 28th day of October, 1981, by a vote of the majority of a quorum of its governing body.

MARION COUNTY BOARD OF COMMISSIONERS

Chairman

Commissioner

Commissioner

APPROVED AS TO FORM:

Marion County Legal Counsel

9684

Robert J. Hansen
Director of Public Works
Marion County
Senator Building
220 High Street N.E.
Salem, Oregon 97301

Dear Mr. Hansen:

We have authorization from the Federal Highway Administration to proceed with the right-of-way acquisition phase for the North River Road-Alder Drive Section. A construction-finance agreement has been forwarded for execution by the County. When the Commissioners have signed the agreement, we are requesting that the County submit their share of the R/W cost.

Financial sharing of our R/W is as follows:

Total estimated R/W cost	$ [illegible]
Less Federal Funds	[illegible]
County Share	$ 37,500

Please submit the County share, $37,500, in accordance with one of the three options for payment described on the attached sheet.

Very truly yours,

ORIGINAL SIGNED BY
D. E. SWAN

D. E. Swan, P.E.
Program Control Engineer

GEA:pf
Attachment

bcc w/AD # 82-100: Phil Stearns, Region 2
Virgil Wilson, Region 2 R/W
Vern Skoog - Please return completed AD # 82-100 when advance deposit is received.

Rec'd 12-6-82 LGIP G

9604

Parkway

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES 16

TO: E. S. Hunter
Assistant State Highway Engineer

DATE: November 23, 1982

FROM: Adrian D. Olson
Preliminary Design Engineer

SUBJECT: Greenwood Drive-Manbrin Drive
River Road and Cherry Avenue
City of Keizer
Marion County

Purchase of right-of-way on this project has been delayed because of lack of an agreement between the City of Salem and Marion County on funding.

Marion County has now offered to provide 100% of the match and the agreement is expected to be acted upon by the County Commission on November 24. Funds should be deposited so that right-of-way can be advanced within a few days.

ADO:ja

1 Versteeg ✓
Anderson
2 Adams
Olson
Sullivan
Terpin
Trout
3 Wakerlig

RECEIVED
NOV 24 1982
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Me / /
Action

RECEIVED
TECHNICAL SERVICES
NOV 23 '82
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

11-24-82
cc Versteeg
Boyd
George.
Fredrickson

81-125-1387

Contains Recycled Materials

9684

STATE OF OREGON

INTER-OFFICE MEMO

Highway Division - Region 2

324-1901

378-2626

TO: D. H. Moehring
PROGRAM MANAGEMENT ENGINEER

DATE: November 18, 1982

FROM: Phillip O. Stearns
REGION 2 FEDERAL AID SPECIALIST

SUBJECT: River Road N. - Alder Drive NE
Cherry Avenue
Marion County

Attached is a set of plans for the subject project with the County Commissioners' approval signatures, along with a letter from Public Works Director Bob Hansen with several comments.

Region concurs with all items listed in Mr. Hansen's letter and adds the following:

Item g) extend the sidewalk only if right of way permits.

Items i) and j) Place $1,500 in the Project Authorization for these items.

POS/rgb
attch.

RECEIVED
NOV 19 1982
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up
Action

RW copy letters

11-19-82 DON ADAMS
Please revise plans & return comments and signed plans to Local Prog. Unit.
Gary E.

Fred - OK except discuss "b" & "h" before proceeding to Hwy.
Don.

81-123-1367

ROBERT J. HANSEN, DIRECTOR
ENGINEERING 588-5036
INSPECTION & SURVEYING
588-5325

DEPARTMENT OF PUBLIC WORKS

300 Senator Building, 220 High St. N.E. Salem, Oregon 97301

November 5, 1982

Mr. Phillip O. Stearns
Region Federal Aid Engineer
Oregon State Highway Division
Region II - 2960 E. State Street
Salem, Oregon 97310

Dear Mr. Stearns:

As requested in your letter of August 18, 1982; "August 16, 1982 Preliminary Copy" of plans for the River Road No.-Alder Drive N.E. Section of Cherry Avenue N.E. have been reviewed and were conditionally approved by the Board of Commissioners in regular session. Board of Commissioners approval asks that consideration be given to the following suggestions during preparation of final plans on the project.

a)- Contract specifications for this project should include the special requirements for maintaining access to individual properties that were included in the contract for the "Chemawa Road-Greenwood Drive Section of No. River Road" project.

b) It is suggested that the "PAVEMENT PATCHING DETAIL", Sheet 2B, be changed to add Location and Slope as directed by Engineer. Slope should then be specified by the Engineer so that patched slope does not exceed 5% and so that the differential at either boundary of the new slope does not exceed 5%.

c) INLET CAP Detail, Sheet 2B, should be modified to show an adequately-supported metal bearing surface for the steel cover plate. Concrete as shown does not appear to provide adequate shear strength for this purpose.

d) INLET AND IRON PIPE INSTALLATION Detail shows a probable conflict with underground telephone facilities. Where storm sewer routing permits, it appears that this conflict could easily be eliminated by installing the curb inlet with catch basin under the sidewalk used to some extent in other sections of the U.S. This would also permit adequate catch basin depth for collection of debris.

e) In negotiating with one of the tenants (Domino's Pizza) on OSHD right-of-way file #51020, we have given tentative approval for a new driveway to be located at approximately Sta 92+45 Rt with a top surface width of 28 feet. This new driveway should be included in the construction contract.

f) The sidewalk, curb and driveway work north of Menlo Drive on the west side was completed under the previous contract, and should be deleted from this contract.

g) The sidewalk at the southwest corner of Menlo Drive should be continued around the curb-return radius with a standard sidewalk ramp.

h) Curb details should be changed to provide a type A monolithic curb and gutter. This would necessitate a change in lane width to allow for the gutter. The revised typical section for North River Road should be: ½ foot setbacks, 4½ foot sidewalks, 2 foot curbs and gutters, 11½ foot outside travel lanes, 11 foot inside lanes and a 13 foot median lane. On Manbrin Drive and Cherry Avenue the additional curb and gutter width can be made up by reducing the emergency parking shoulder area.

i) Any existing private drainage pipes that drain to the street should be replaced in kind by the project.

j) Where existing drainage to roadway areas would be impeded by construction of sidewalks and/or curbs, three-inch plastic drains should be provided to continue this drainage through the new sidewalk and curb.

State Highway Division's prompt action in preparing attached plans is very much appreciated. The County is also looking forward to receipt of preliminary traffic signal plans as they become available.

Sincerely,

Robert J. Hansen
Director of Public Works

RJH:BM:rw

Attachment

Same distance, back of curb to back of curb, etc. no change in grading

OK 12/22/82

9684

STATE OF OREGON

Salem Parkway

INTEROFFICE MEMO

Highway - Traffic

TRA 7-5

TO: C. O. Fredrickson
Region II Engineer

DATE: 11/10/82

FROM: Elmer L. Scofield
Sign Design Specialist
Elmer L. Scofield

SUBJECT: Sign Study Plans
Greenwood Dr. N.E. - Manbrin Dr. N.
Cherry Ave. N.E. (~~FAU 1935~~)
Marion Co.

Attached are 6 copies of our sign study plans showing proposed sign installations on the above section.

Will you please review these plans and give us your comments and recommendations. Also will you please submit two copies to the County for its review. The County should note any suggestions for changes on one set of the plans, sign the plans in the space provided and return them to you for prompt return to this office.

May we have your reply by Nov. 30 to enable completion of the plans for contract.

Frank W&B

RECEIVED
NOV 1 1982
ROAD DESIGN SECTION

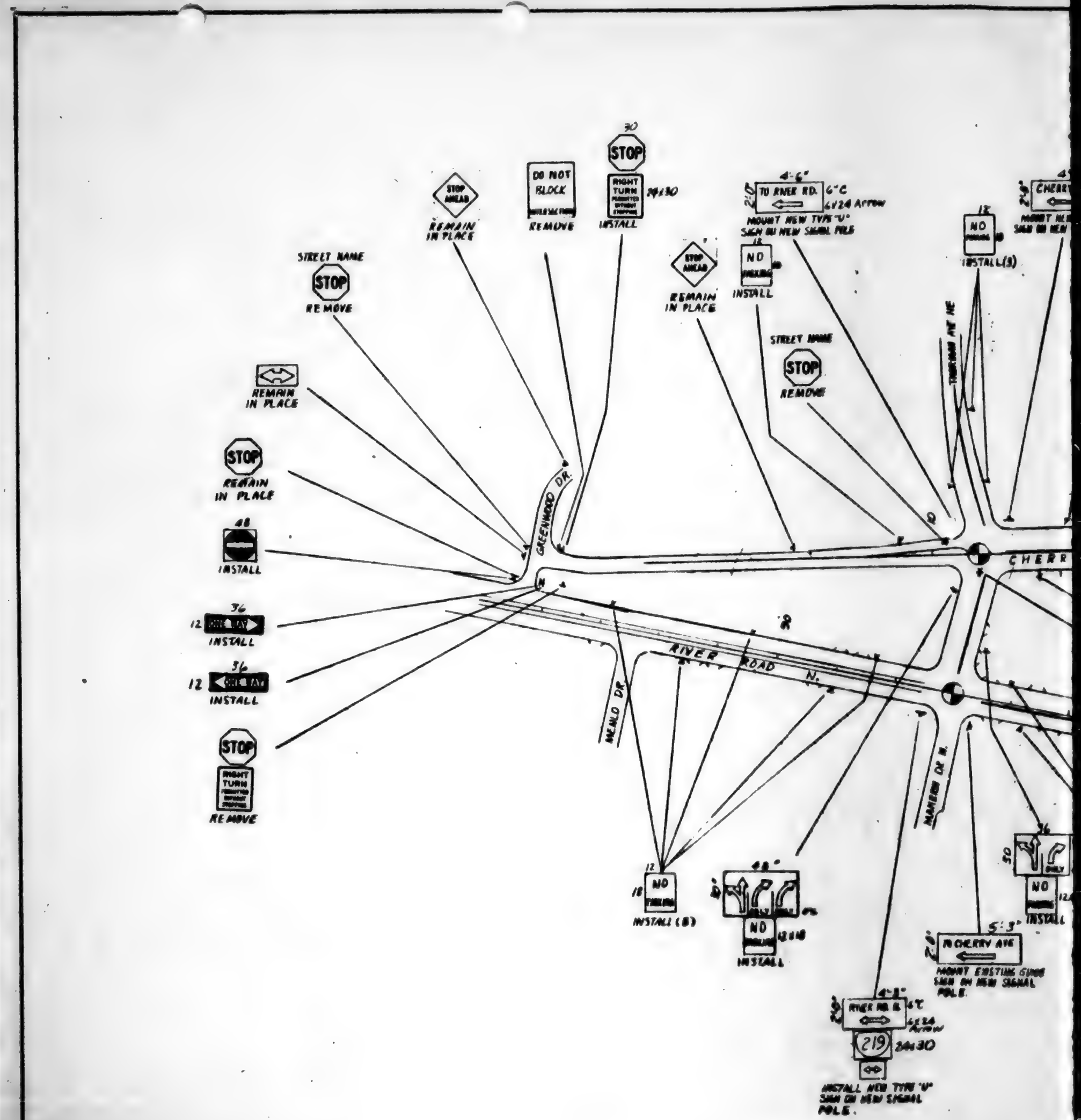
Do Not File
Return To
Bring Up
Action

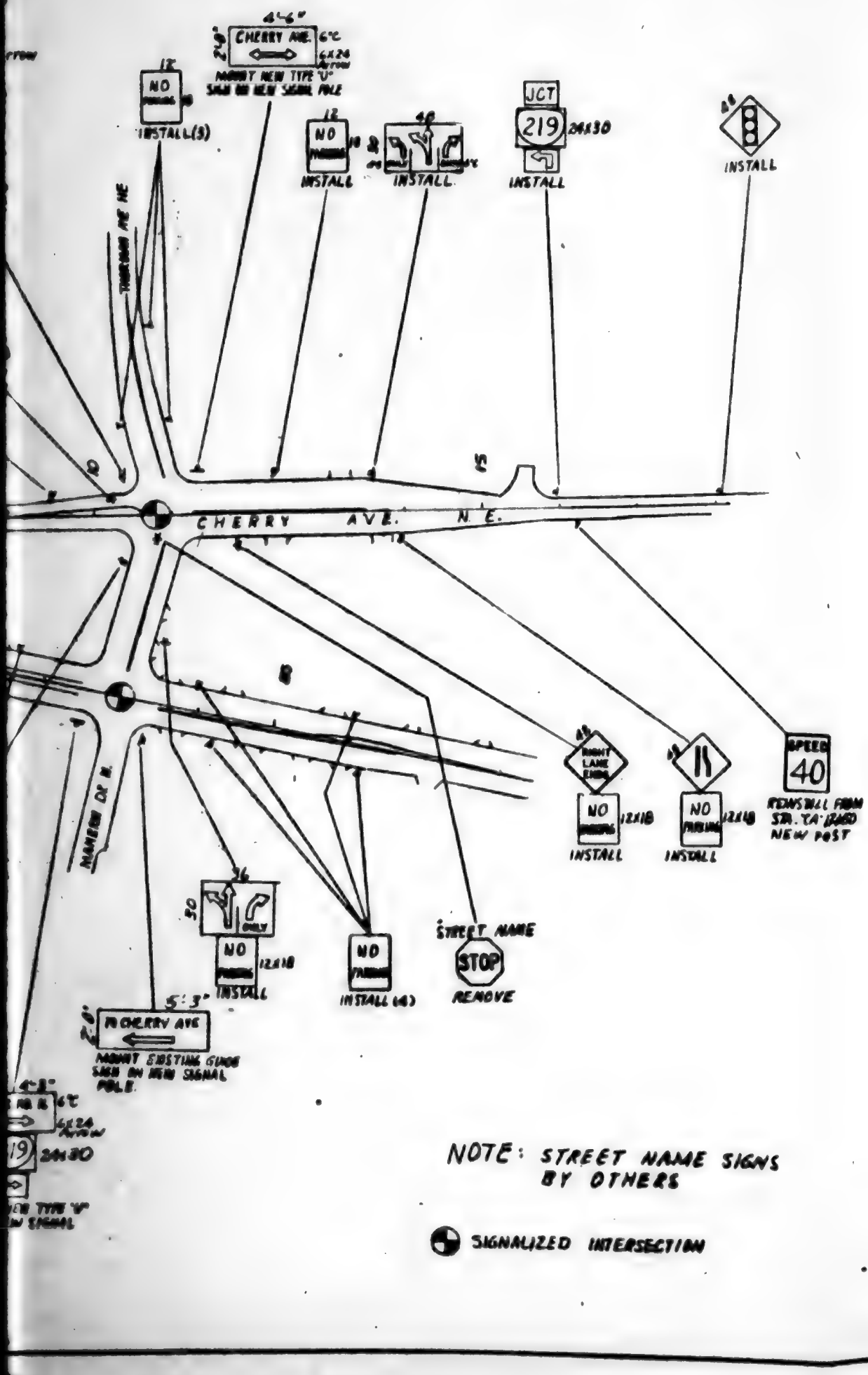
1 plan kept by Board

ELS:ds
Attachments

cc: R. Koehn
D. N. Stoudenmeyer

REFERRED TO
Stoudenmeyer Dnf


STOP
REMAIN IN PLACE
STOP AHEAD
REMAIN IN PLACE
DO NOT BLOCK
REMOVE
30
STOP
RIGHT TURN
INSTALL
STREET NAME
STOP
REMOVE
REMAIN IN PLACE
STOP
REMAIN IN PLACE
48
INSTALL
36
12
INSTALL
36
12
INSTALL
STOP
RIGHT TURN
REMOVE
GREENWOOD DR.
WENLO DR
RIVER ROAD N.
MANNING DR N.
4'-6"
TO RIVER RD.
6"C
6"X24 ARROW
MOUNT NEW TYPE "U" SIGN ON NEW SIGNAL POLE
12
NO
INSTALL
STOP AHEAD
REMAIN IN PLACE
STREET NAME
STOP
REMOVE
12
NO
INSTALL(S)
CHERRY
MOUNT NEW SIGN ON NEW
12
NO
INSTALL (8)
48"
NO
INSTALL
36
30
NO
INSTALL
5'-3"
TO CHERRY AVE
MOUNT EXISTING GUIDE SIGN ON NEW SIGNAL POLE.
4'-2"
RIVER RD N
6"C
6"X24 ARROW
219
24X30
INSTALL NEW TYPE "U" SIGN ON NEW SIGNAL POLE.



NOTE: STREET NAME SIGNS BY OTHERS

● SIGNALIZED INTERSECTION

SIGNING PROJECT

GREENWOOD DR. N.E. ~ MANBRIN DR. N.
CHERRY AVE. NE (FAU 1725) ~ MARION COUNTY

Action	Date	Signature	Title
Submitted	11-2-82		
Approved	11/5/82		
Accepted			

9684

10-21-82

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2,2A	Typical Sections
2B	Details & Summary
2C	Stage Construction, Temporary Protection And Direction Of Traffic
2D	Pipe Data
2E	Permanent Signing
3	Plan
3A	Profile

STATE OF ORE

DEPARTMENT OF TRA

STATE HIGHWAY

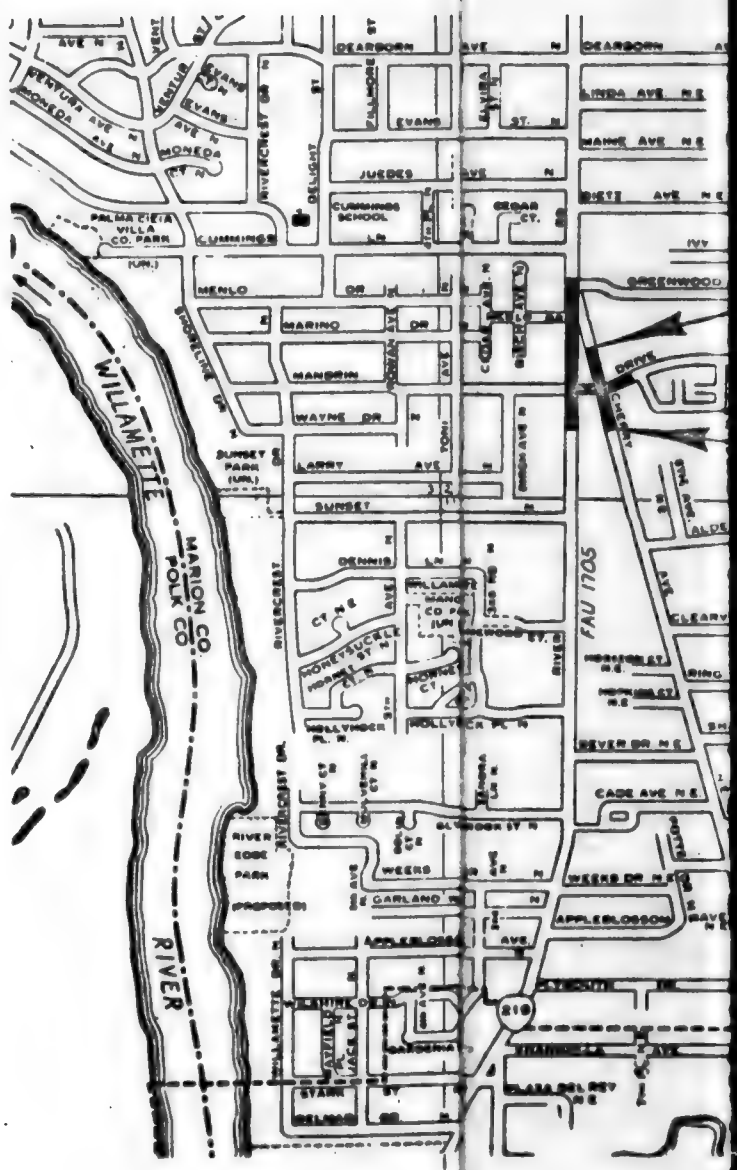
PLANS FOR PROPOSED P

RIVER ROAD N. – ALDE

CHERRY AVE. N

MARION COUNTY

PRELIMINARY COPY
SUBJECT TO CHANGE



Sketch Map

Scale 1" = 800 Feet

0 800 1600

TE OF OREGON

T OF TRANSPORTATION

HIGHWAY DIVISION

S FOR PROPOSED PROJECT

PRELIMINARY COPY
AUG 16 1982
SUBJECT TO CHANGE
FINAL DESIGN UNIT

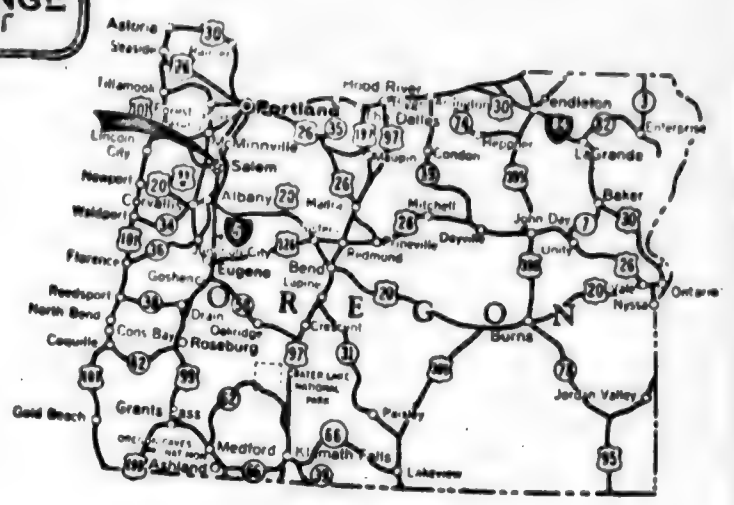
RIVER ROAD N.-ALDER DR. N.E. SEC. CHERRY AVE. N.E. MARION COUNTY				SHEET No. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

FAI-X

. – ALDER DR. N.E. SEC.

HERRY AVE. N.E.

MARION COUNTY



BEGINNING OF PROJECT
Sta. "CA" 8+00

END OF PROJECT
Sta "CA" 16+00

Conditionally APPROVED 82
BOARD OF COMMISSIONERS OF Marion COUNTY
BY Oct 27
COMMISSIONER
COMMISSIONER
COMMISSIONER

REGISTERED PROFESSIONAL ENGINEER 4479 OREGON OCT 30 1979 H. S. COULTER

REGISTERED PROFESSIONAL ENGINEER 4552 OREGON MAY 13, 1950 EDGAR S. HUNTER

H. S. Coulter — STATE HIGHWAY ENGINEER

E. S. Hunter — ASSISTANT STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

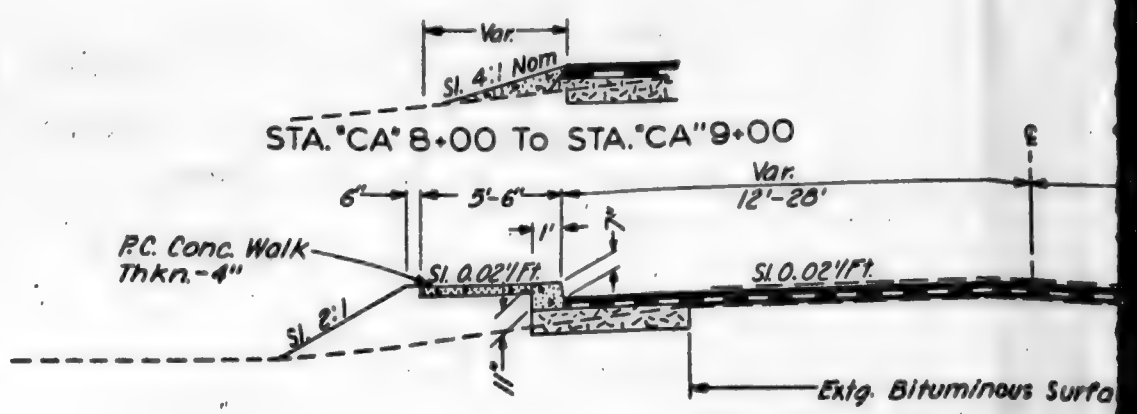
Anthony Yturri	CHAIRMAN
Tom Walsh	VICE CHAIRMAN
Peter J. Brix	COMMISSIONER
Robert F. Dwyer	COMMISSIONER
N. B. Giustina	COMMISSIONER
Fred D. Miller	DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

FIELD OPERATIONS ENGINEER — DATE

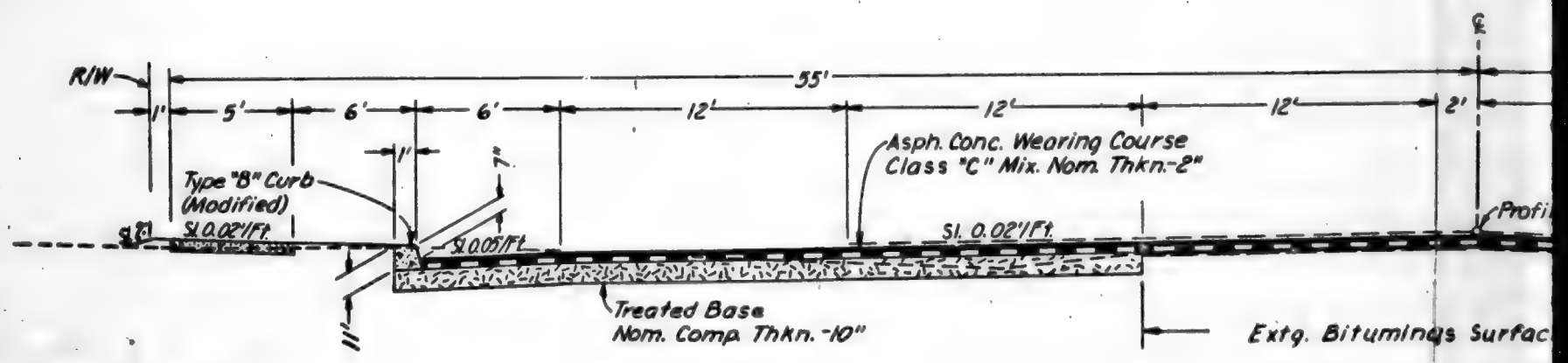
T Y P I C A L S E C T



STA. "CA" 8+00 To STA. "CA" 9+00

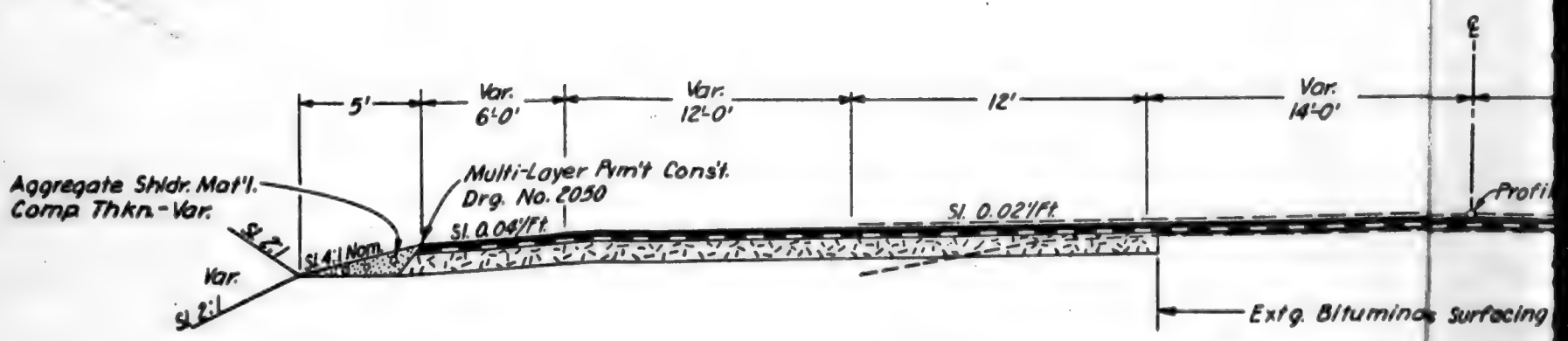
(For Surfacing Details Not Sh

STA. "CA" 8+00 To S



STA. "CA" 10+40 To S

"CA" 10+40 To



(For Surfacing Deta

STA. "CA" 13+50 To S

"CA" 14+00 To

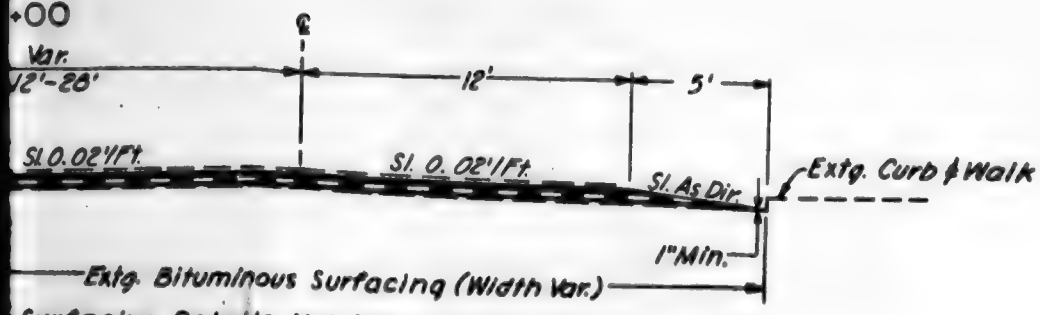
R/W 98-21-1

Eriksen, Keller, Wetzel

S E C T I O N S

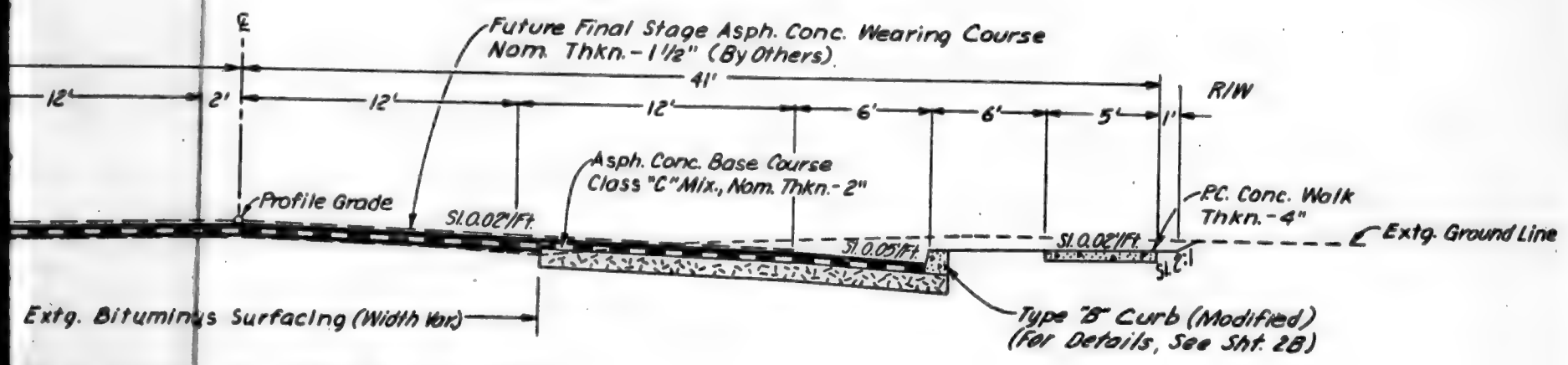
RIVER ROAD N.~ALDER DR. N.E. SEC. CHERRY AVE. N.E. MARION COUNTY				SHEET No. 2
FED. ROAD Dtr. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

+00



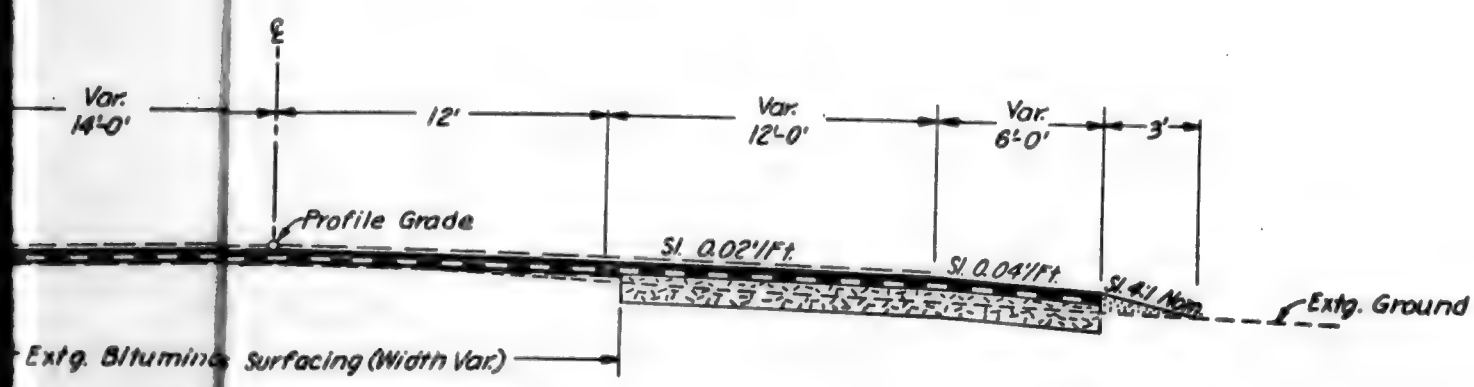
Surfacing Details Not Shown, See Section Below)

A. "CA" 8+00 To STA. "CA" 10+40



"CA" 10+4(To STA. "CA" 13+50 (Lt.)

"CA" 10+4(To "CA" 14+00 (Rt.)



Surfacing Details Not Shown, See Section Above)

"CA" 13+50 To STA. "CA" 16+00 (Lt.)

"CA" 14+00 To "CA" 16+00 (Rt.)

7684

STATE OF OREGON

INTEROFFICE MEMO

HIGHWAY DIVISION
DEPT

378-6558
TELEPHONE

DES 16

TO: MEMO TO THE FILES

DATE: October 20, 1982

FROM: Lyle K. Watson
FINAL DESIGN

SUBJECT: Project Name Change

REFERRED TO
Board Stoudenmeyer
Cole Mann
2 Erikson 1 Watson
Heger Dorn Leu
Return Discuss Do File Due
BY FINAL DESIGN ENGINEER

It has been necessary to change the name of this project

FROM North River Road-Alder Drive NE

TO Greenwood Dr. NE-Manbrin Dr. N

Scheduled 24 Mar. 83

Projects on Cherry Ave. and River Road Combine. Title gives continuity on River Road projects.

cc: Region
Environment
Project Management
Structures
Right-of-Way
Road Design
Traffic
Location

RECEIVED
OCT 20 1982
ROAD DESIGN SECTION

9684

CON

STATE OF OREGON

INTEROFFICE MEMO

TO: D. H. Moehring, P.E.
Program Management Engineer

DATE: June 11, 1982

FROM: F. C. Lowe F C Lowe
Condemnation/Federal-Aid Coordinator

SUBJECT: North River Road-Alder Drive N.E.
Cherry Avenue
Marion County
Project #IX-1725(2)

In my letter of April 28, 1982, we requested authority to acquire seven files on the above project. Since that date the design has been revised along with the right-of-way. Although the areas of taking have been reduced, due to the damages created by the County restricting the access of File 62647, the amount required to purchase this right-of-way has been increased to $250,000.

Please program the acquisition of the necessary right-of-way with the Federal Highway Administration, and provide us with a prefix.

The above estimate covers Files 52645 through 52650 and 52706 as shown on map 9B-21-1.

FCL:jh

81-125.1307

6

Contains Recycled Materials

9684

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 27, 1982

In Reply Refer to File No.:
PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: D.E. Swan, P.E.
Program Control Engineer

SUBJECT: Project Data Submission
Item No. 20066
Project No. IX-1725(2)
N. River Rd.-Alder Drive Section
Marion County

Enclosed is data consisting of PR-1 forms, sketch maps, right-of-way map 9B-21-1 and relocation plan for the subject project.

I request the following:

1) Approval of the enclosed relocation plan which involves the relocation of one business.

2) Authorization to proceed with the actual acquisition of right-of-way all phases at an estimated total cost of $240,000 with an obligation of $204,000 in federal funds. The right-of-way to be acquired is as outlined in red on the enclosed right-of-way map. Assurances regarding the availability of replacement housing is not required since relocation consists of a business move.

This request is based on the March 24, 1978 letter to you from the Governor of Oregon.

A copy of the State Clearinghouse A-95 review conclusions was previously forwarded.

CL:lms

cc: J. Boyd
F. Lowe
G. Zehner
General Files

6-2-82
Need Agreement - Then get advance deposit.
G
Sent 11-24-82
G

Form 734-3122

Budget Bureau No. 41-R2067; Appr

U.S. DEP
BU

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-81)

5-27-82

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION *(65 typewriter spaces)* 21 — City, St. Cherry Ave. (Salem) — 65	ADT	PRESENT 5,800	FUTURE - - - (66) (70)	YEAR - - (71) (72)	REGION 10	STATE NAME Oregon	

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28 — Right of Way Acquisition — 62	NATL. FOREST (63) (65)	7th ROUTE NO. (66) (68)	SUPV. AGCY (69)	OA CLASSIF. (72)	OA AREA (73)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER (S) 14 — IX-	NUMBER 23 7 — 1725	SE (2)

CARD 4	CLASS OF FEDERAL FUNDS — Interstate Transfer Grants, UMTA	COUNTY NAME — Marion	CODE 047 (14) (16)		
	NAME OF URBAN AREA 17-31 — Salem	ROUTE NO. 11	FEDERAL-AID 1725 (32)	STATE City St. (36) (37)	U.S. - - - (41)

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	WORK STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (70)		
5					PE							
5					ROW		"N. River Road-Alder Drive Section"	0.27	240,000	204,000	- - -	2,700 (Co.) 33,300 (City)
5					CONST (CODE)							
								0.27	240,000	204,000	- - -	36,000
									(10)	(23) (24)	(33)	

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS
		CL	

1	14	PROGRAM APPROVAL DATES	REMARKS
		9-25-81	Additional data: See item 20

4

4

3241901

US

Budget Bureau No. 41-R2067; Approval Expires February 28, 19

NO.

FORM PR-1 (REV. 4-81)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

5-27-82

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
City, St. Cherry Ave. (Salem)	ADT	5,800	- - -	- -	10	Oregon	41	580	20066

PROPOSED WORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	OA CLASSIF.	OA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
ay Acquisition								IX-	1725	(2)		

FUNDS	COUNTY NAME	CODE
Interstate Transfer Grants, UMTA	Marion	047

AREA	ROUTE NO.	FEDERAL-AID	STATE	U.S.	PROGRAM STAGE
Salem	U	1725	City St.	- - -	1 OR 2

CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	ESTIMATED PROJECT COST BY PHASES: FEDERAL FUNDS 85%	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	PE								
	ROW		"N. River Road-Alder Drive Section"	0.27	240,000	204,000	- - -	2,700 (Co.) 33,300 (City)	
	CONST (CODE)								
	PROJECT TOTALS			0.27	240,000	204,000	- - -	36,000	

PREPARED BY: CL

PROGRAM APPROVAL DATES: 9-25-81

REMARKS: Additional data: See item 20066; Project No. IX-1725(1)

3241901

-over-

USCOMM DUSCOMM-DC 48905-P6

N. River Rd.-Alder Drive Section
Project No. IX-1725(2)

Project Data: Work consists of right-of-way acquisition all phases including relocation assistance and payments as required for the future construction of an improved connection of Cherry Avenue with North River Road.

Data for PR-37: Relocation assistance
Moving costs (1 business) - - - $10,000

NOTE:
1) This project is in Congressional District No. 2.
2) Included in FY 82 MWVCOG TIP/AE page 33 item 106.

9684

4-19-82

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration
Salem, Oregon 97301

OREGON DEPT. OF TRANSPORTATION-HIGHWAY DIVISION
ADDENDUM TO LOCATION PROSPECTUS AND
REQUEST FOR FEDERAL AID
PRELIMINARY ENGINEERING AUTHORIZATION

PROJECT LOCATION	APPN CODE	ITEM NO.	PROJECT NO.	ROUTE NO. FED. U	ROUTE NO. STATE
City St., Cherry Ave. (Salem) "N. River Rd.-Alder Drive Section"	823	20066	IX-1725(1)	1725	City St.

Access Control None Parking Restrictions Partial System Revision None

Airports (within 2 Mi.) None ROW 94' normal

Water Development None Recreation & Historical Areas None

Marion (047)

A-95 Review:

State Cl. Ho. ..... Exempt___ Date Approved 4-11-78 PNRS #7803-2-130

Dist. 3 Cl. Ho. ..... Exempt___ Date Approved 3-24-78 No Reply___

Project Environmental Assessment: FHWA Concurrence Dated Record of Decision 8-31-81

1-EIS X 2-Categorical Exclusion ____ 3-Draft Assessment & FONSI ____

Notes: (1) Project in Congressional District 2 .

(2) Included in Environmental Impact Statement on IX-1525(1).

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

X All Phases
___All Phases thru Final Envir. Document
X Incl. Archeological Salvage
X " Util. Preparatory Work
___ " R.R. Preparatory Work

Est. Proj. Cost:

TEC NTE	$ 22,000
FF	$ 18,700
STATE	$ ---
Co.	$ 248
City.	$ 3,052

For PR-37:

Field Phase	$
PS&E Phase	$

Pro Rata 85%

REMARKS:
1) Attached is a copy of Authority for Survey & sketch maps.

CL:bkc

DATE	SIGNATURE OF REQUESTING OFFICIAL	TITLE
4-19-82	D.E. SWAN, P.E.	PROGRAM CONTROL ENGINEER

9684

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

LOCATION PROSPECTUS OR DEPARTMENT OF TRANSPORTATION

LOCATION UNIT

4-9-82

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME: N. River Road - Alder Drive Section

HIGHWAY NAME: Cherry Avenue

HIGHWAY NUMBER: FAU 1725

REGION	ADMINISTRATIVE DISTRICT	COUNTY	CITY
2	3	Marion	Salem

LENGTH: 0.28

MILEPOST NUMBER: TO

[ ] RURAL [X] URBAN

LOCAL GOVERNMENT PROJECT? [X] YES [ ] NO

IF YES, UNIT OF GOVERNMENT: City of Salem

TYPE OF FUNDS: [ ] FAI [ ] FAP [ ] FAS [ ] STATE [ ] FAUS [X] OTHER FAIX & FAU

METHOD OF CONSTRUCTION: [X] CONTRACT [ ] STATE FORCE [ ] OTHER

TYPE OF WORK: [X] GRADING [X] PAVING [ ] STRUCTURE [ ] SIGN [X] SIGNAL [X] ILLUMINATION [ ] ROADSIDE IMPROVEMENT [ ] OTHER

PROJECT DESCRIPTION

This project is to provide an improved connection of Cherry Avenue to North River Road. The existing connection would be closed. This project is a portion of the larger project number 114 found in the Transportation Improvement Program of the SATS Transportation Plan -

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME)	PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)
(1979) 5,800	(2000) 16,000

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]
PROPOSED	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]

DESIGN SPEED (MPH)	DESIGN STANDARDS	TRAFFIC ANALYSIS
40	AASHTO	[ ] LIGHT [X] MEDIUM [ ] HEAVY

APPROVED

Frank E. Papin

Location Engineer

Date 4/9/82

3 - FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	2 - 11'	4 - 12'
SHOULDERS	2 - 8'	2 - 6'
MEDIANS	None	12' where necessary
PARKING LANES	Yes	emergency only on shoulder
SIDEWALKS		2 - 5'
BIKEWAYS		6 ft. shoulder bikeway
INTERCHANGES		None
OTHER:		

	YES	NO	MAYBE
Channelization	X		
Frontage Roads		X	
Traffic Signals	X		
Signing	X		
Illumination	X		
Structures		X	
Stage Construction		X	
Pedestrian Crossing		X	
Rest Area		X	
Truck Scale Site		X	
Landscaping	X		
Drainage		X	
River _____		X	
Stream _____		X	
Storm Sewer	X		
Sanitary Sewer		X	
Right of Way	X		
Simple Acquisition	X		
Complex Acquisition			X
Relocations			X

	YES	NO	MAYBE
Right of Way (cont.) Improvements			X
Access Control		X	
Railroad Crossing		X	
At Grade		X	
Separated		X	
Railroad Encroachment		X	
Permits		X	
Conditional Use			
Flood Plain			
Irrigation District			
Water District			
Drainage District			
Div. of State Lands			
Dept. of Geology & Min. Ind.			
Corps of Engineers			
Coast Guard			
DEQ NPS Air Pollution			
DEQ NPS Water Pollution			
Building			
Fish & Wildlife Approval		X	

3 - FEATURES (cont.)

	YES	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	X			Hydraulics Study		X	
Environmental Assessment		X		Soils Investigation	X		
Statewide Assessment		X		Airport Clearance		X	
Negative Declaration		X		Economic Analysis		X	
Environmental Impact Statement	X *			Requires Field Survey	X		
4-F Statement		X		Old Survey Available		X	
Citizen Advisory Committee	X *			Requires Vicinity Map		X	
Public Hearing _____	X *			Requires Photogrammetry		X	
Borrow Source		X		Requires Reconnaissance Survey		X	
Material Source Commercial	X			Reconnaissance Available	X		
Utilities	X			Design Review		X	

Type Telephone, Gas, Power, Water

* Completed Final EIS Salem Parkway and Corollary Projects

4 - WORK ITEMS

	TO BE PERFORMED BY APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING		X	
RIGHT-OF-WAY		X	
CONSTRUCTION ENGINEERING		X	

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY		—
DRAFT ENVIRONMENTAL IMPACT STATEMENT		—
CORRIDOR APPROVAL		—
FIELD SURVEY		1
PRELIMINARY DESIGN		—
DESIGN APPROVAL/FINAL EIS		—
RIGHT-OF-WAY DESCRIPTIONS		1
RIGHT-OF-WAY ACQUISITION		6
P.S. & E. DOCUMENTS		3
RECOMMENDED CONSTRUCTION DATE	(Region)	(Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
Class "B" A.C. Future	1½"	1½"
Class "B" A.C.	4"	4"
Cement treated base	9"	

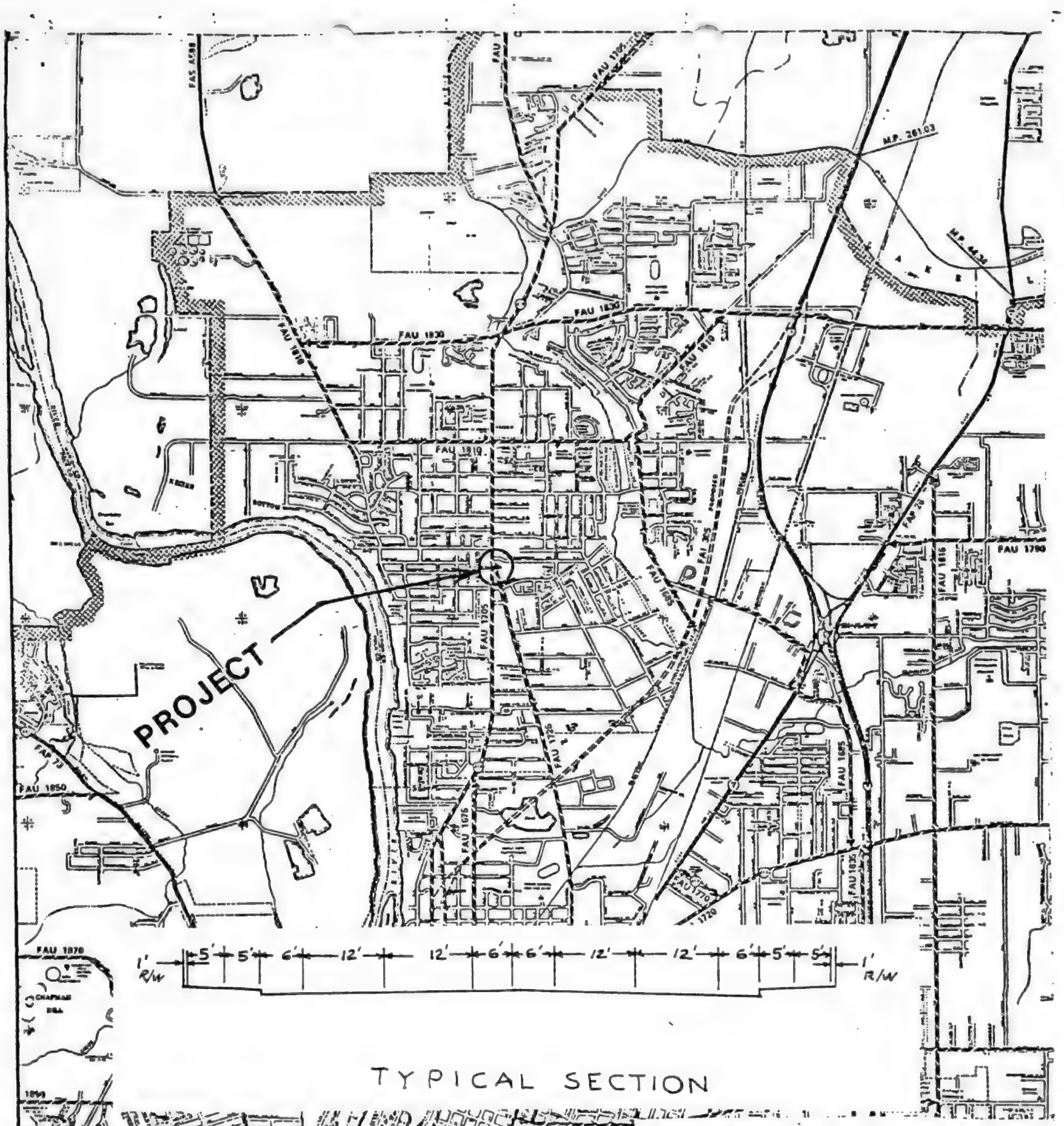
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	$ 7,700	22.000
RIGHT OF WAY		350.000
TRAFFIC CONTROL		Incl.
ILLUMINATION		Incl.
STRUCTURES		
RAILROAD		
ROADWAY		400 000
OTHER		
ENGINEERING & CONTINGENCIES		Incl.
PROJECT TOTAL		772.000

SUBMITTED BY Don Thurston



TYPICAL SECTION

PROSPECTUS MAP
North River Road-
Alder Drive Section
FAU 1725
Marion County

9684

STATE OF OREGON

INTEROFFICE MEMO

TO: Phil Stearns
Region Federal Aid Specialist

DATE: March 18, 1982

FROM: Don Thurston
Region Location Supervisor

SUBJECT: Cherry Avenue-Manbrin Drive
Cherry Avenue FAU 1725
Marion County
Corollary Projects

Attached for approval and forwarding are Authority for Survey and Draft Prospectus for the subject project.

This survey is for a portion of the Pine St.-N. River Road Section of Cherry Avenue which is Project No. 114 of the TIP of SATS Transportation Plan - Fiscal 1981-1985.

Environmental work has been covered by the Final EIS for Salem Parkway and Corollary Projects.

The anticipated cost of Region functions is:

Project Manager	(901)	$5,000
Soils & Geology	(910)	1,000
Traffic	(911)	200
Liaison	(913)	1,000
Utility	(914)	500
Environmental	(923)	-0-

cc: file

LOCATION PROSPECTUS

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE: 3 - 17 - 82

PREFIX:

1 - IDENTIFICATION

PROJECT NAME: Cherry Avenue - Manbrin Drive

HIGHWAY NAME: Cherry Avenue

HIGHWAY NUMBER: FAU 1725

REGION	ADMINISTRATIVE DISTRICT	COUNTY	CITY
2	3	Marion	Salem

LENGTH	MILEPOST NUMBER		
0.28	TO	[ ] RURAL	[X] URBAN

LOCAL GOVERNMENT PROJECT? [X] YES [ ] NO

IF YES, UNIT OF GOVERNMENT: City of Salem

TYPE OF FUNDS
[ ] FAI [ ] FAP [ ] FAS [ ] STATE [ ] FAUS [X] OTHER FAIX & FAU

METHOD OF CONSTRUCTION
[X] CONTRACT [ ] STATE FORCE [ ] OTHER

TYPE OF WORK
[X] GRADING [X] PAVING [ ] STRUCTURE [ ] SIGN [X] SIGNAL [X] ILLUMINATION [ ] ROADSIDE IMPROVEMENT [ ] OTHER

PROJECT DESCRIPTION

This project is to provide an improved connection of Cherry Avenue to North River Road. The existing connection would be closed. This project is a portion of the larger project number 114 found in the Transportation Improvement Program of the SATS Transportation Plan -

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME)	PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)
(1979) 5,800	

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]
PROPOSED	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]

DESIGN SPEED (MPH)	DESIGN STANDARDS	TRAFFIC ANALYSIS		
40	State	[ ] LIGHT	[X] MEDIUM	[ ] HEAVY

3 · FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	2 - 11'	4 - 12'
SHOULDERS	2 - 8'	2 - 6'
MEDIANS	None	12' where necessary
PARKING LANES	Yes	emergency only on shoulder
SIDEWALKS		2 - 5'
BIKEWAYS		on 6' shoulders
INTERCHANGES		None
OTHER:		

	YES	NO	MAYBE
Channelization	X		
Frontage Roads		X	
Traffic Signals	X		
Signing	X		
Illumination	X		
Structures		X	
Stage Construction		X	
Pedestrian Crossing	X		
Rest Area		X	
Truck Scale Site		X	
Landscaping	X		
Drainage		X	
River _____		X	
Stream _____		X	
Storm Sewer	X		
Sanitary Sewer		X	
Right of Way	X		
Simple Acquisition	X		
Complex Acquisition			X
Relocations			X

	YES	NO	MAYBE
Right of Way (cont.) Improvements			X
Access Control		X	
Railroad Crossing		X	
At Grade		X	
Separated		X	
Railroad Encroachment		X	
Permits			X
Conditional Use			
Flood Plain			
Irrigation District			
Water District			
Drainage District			
Div. of State Lands			
Dept. of Geology & Min. Ind.			
Corps of Engineers			
Coast Guard			
DEQ NPS Air Pollution			
DEQ NPS Water Pollution			
Building			
Fish & Wildlife Approval			

3 - FEATURES (cont.)

	YES	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	X			Hydraulics Study		X	
Environmental Assessment		X		Soils Investigation	X		
Statewide Assessment		X		Airport Clearance		X	
Negative Declaration		X		Economic Analysis		X	
Environmental Impact Statement	X*			Requires Field Survey	X		
4-F Statement		X		Old Survey Available		X	
Citizen Advisory Committee	X*			Requires Vicinity Map		X	
Public Hearing	X*			Requires Photogrammetry		X	
Borrow Source		X		Requires Reconnaissance Survey		X	
Material Source Commercial				Reconnaissance Available	X		
Utilities	X			Design Review		X	

Type Telephone, Gas, Power, Water

* Completed Final EIS Salem Parkway and Corollary Projects

4 - WORK ITEMS

	TO BE PERFORMED BY APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING		X	
RIGHT-OF-WAY		X	
CONSTRUCTION ENGINEERING		X	

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY		
DRAFT ENVIRONMENTAL IMPACT STATEMENT		
CORRIDOR APPROVAL		
FIELD SURVEY		1
PRELIMINARY DESIGN		
DESIGN APPROVAL/FINAL EIS		
RIGHT-OF-WAY DESCRIPTIONS		
RIGHT-OF-WAY ACQUISITION		
P.S. & E. DOCUMENTS		

RECOMMENDED CONSTRUCTION DATE _____ (Region) _____ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
Class "B" A.C. Future	1½"	1½"
Class "B" A.C.	4"	4"
Cement treated base	9"	

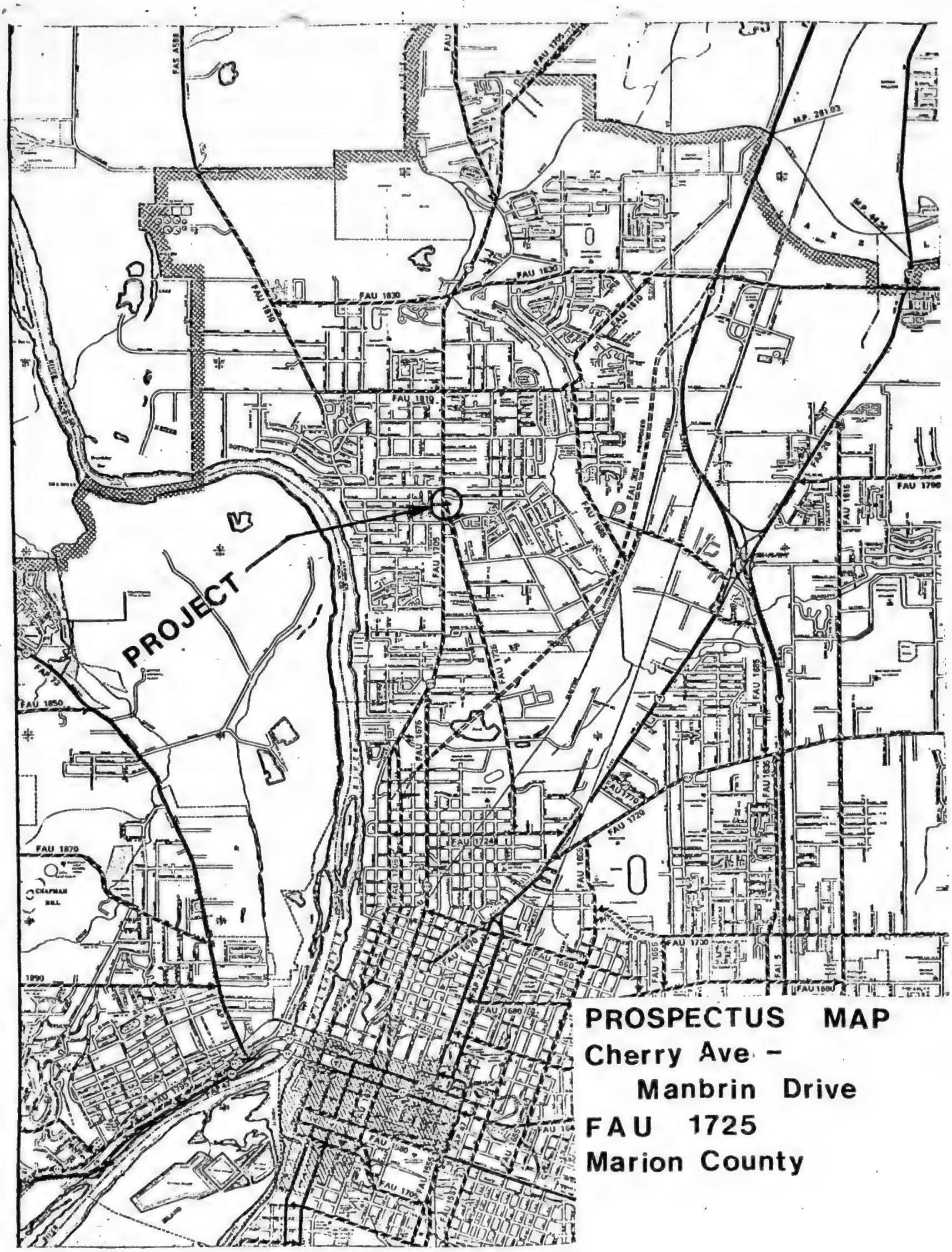
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	$ 7,700	
RIGHT OF WAY		
TRAFFIC CONTROL		
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY		
OTHER _____		
ENGINEERING & CONTINGENCIES		
PROJECT TOTAL		

SUBMITTED BY Don Thurston



PROSPECTUS MAP
Cherry Ave –
Manbrin Drive
FAU 1725
Marion County

Form 31-724.3039 9684 (SALEM) Mail 5/3 3

OREGON STATE HIGHWAY DIVISION

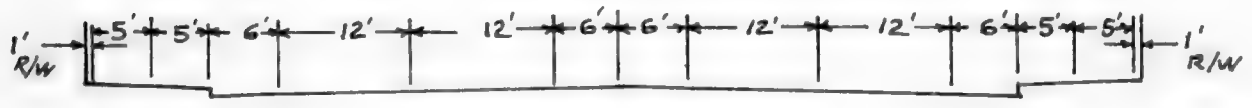
AUTHORITY FOR SURVEY

Section N. River Road - Alder Drive ~~Cherry Avenue-Manbrin Drive~~ Date 3-17, 19 82

Highway Cherry Avenue FAU 1725 Authorization No. 1

County Marion #24 Survey Prefix 324-1901 (Assigned by Salem office)

Description of termini, route, length, etc.: Project connects Cherry Avenue to North River Road at Manbrin. Length 1500 feet.



TYPICAL SECTION

Purpose of survey:

Prepare plans, specifications and cost estimate for construction of an improved connection of Cherry Avenue to North River Road. This is a portion of project No. 114 of the Transportation Improvement Plan of the SATS Transportation Plan - Fiscal 1981-1985.

Estimate of Cost:					
Project Manager	(901)	$5,000	Recon. & Hydrology	(918)	500
Final Design	(905)	7,000	Project Management	(920)	200
Preliminary Design	(907)	1,000	Specifications8	(921)	2,400
R/W Descriptions	(909)	1,000	Adm. Serv. (Eng.)	(922)	200
Soils & Geology	(910)	1,000	Landscape	(912)	2,000
Traffic	(911)	200			
R/W Liaison	(913)	1,000			
Utility Liaisin	(914)	500			

IX-1725(1)
4-23-82

on HIP as part of Pine St - N. River Rd

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

RECEIVED
APR 13 1982
LOCATION SECTION

Total estimated cost of survey $22,000

Previous authorization . . . . . .

Additional authorization requested . . . . . .

Additional authorization approved (Salem) . . . . . .

Total all authorizations approved (Salem) . . . . . .

Requests made by: Don Thurston Field Engineer

Recommended for Approval: Frank E. Tuspin Location Engineer

Recommended for Approval: Philip O. Stiger for Regional Engineer

Approved: E. J. Johnston Assistant State Highway Engineer

C&A # 7697
Agreement to typist 5-13-82.
MCH

SP*19760-724

9684

11-81

Narrative Report

Salem Parkway & Corollary Projects

CHERRY AVENUE-MANBRIN DRIVE SECTION

Marion County
November, 1981

History

The purpose of this survey is to prepare plans, specifications and cost estimate for widening and realignment of the intersection of Manbrin Drive and Cherry Avenue to North River Road. This project is part of the total future plan for the Salem Parkway and Corollary Projects. It provides for a 5-lane section, including a left turn refuge on Manbrin Drive between Cherry Avenue and North River Road. On Cherry Avenue south there is also a 5-lane section, including a left turn refuge and a temporary 40:1 taper transition to the existing 2-lane section. A center lane left turn refuge and taper is proposed for Thorman Drive. A 20:1 taper is proposed for Cherry Avenue north of the intersection with widening on the east side only.

Horizontal Alignment

Horizontal control is provided by a 'P' line run through the project. Coordinates and bearings are based on information from R/W Map No. 9B-16-27 (Chemawa Road-Stark Street Section). An alignment shift has been made on Manbrin Drive and Thorman Avenue ('MT' 0+00 to 'MT' 5+40.53) to minimize taking of the Commercial Bank building on the north side of Manbrin Drive. This necessitated a change in the intersection stations at North River Road and Cherry Avenue. A 6^{o} curve was inserted to

the east of Cherry Avenue to match into the existing horizontal alignment of Thorman Avenue. The horizontal alignment of Cherry Avenue remains unchanged.

Vertical Alignment

Vertical alignment remains nearly unchanged. A 4" minimum overlay is provided over the existing pavement with 1" allowance for leveling to true the grade and reshape existing road to the new typical section.

Typical Section

The proposed typical section for Manbrin Drive, Station 'MT'0+17 to Station 'MT' 2+32 is a center left turn lane, 14' wide, two 11-foot travel lanes with two 12-foot lanes next to the curb. Overall curb to curb width is 60 feet, symmetrical about centerline. Five-foot sidewalks plus a 0.5 foot R/W are proposed outside the curb. Total proposed R/W width is 72 feet.

The proposed typical section for Cherry Avenue, Station 11+38 to Station 16+03 is a center left turn lane, 14 feet wide, four 12-foot travel lanes, and two 6-foot shoulders next to the curb. Overall curb to curb width is 74 feet. A 5-foot planting strip including curbs, 5-foot sidewalks plus a 1-foot R/W strip have been provided for a total R/W width of 96 feet. The proposed typical for Cherry Avenue Station 16+03 to Station 21+63 is a 40:1 temporary transition taper from the new 74-foot curbed section to the existing 2-lane section.

The proposed typical section for Thorman Avenue ('MT' 2+59 to 'MT' 3+97) consists of a center left turn refuge 14 feet wide,

two 12-foot travel lanes and two 6-foot shoulders next to the curb. Overall curb to curb width is 50 feet. Five-foot sidewalks plus a 0.5 ft. R/W strip are proposed outside the curb. The section tapers from Station 'MT' 3+97 to match the existing section at Station 'MT' 6+20.

Cherry Avenue north of the intersection will be widened on the east side only with a 20:1 taper so that the travel lane across the intersection will be aligned properly.

Drainage

A complete drainage study of the total basin was not undertaken because of so many unknown factors and the nature of the project; which is to improve a small portion of Cherry and Manbrin using existing storm sewers that the county says have been functioning satisfactorily. The existing storm sewer on Manbrin and Thorman, 'MT' line, is retained with the necessary extensions and modifications to fit the new alignment. The existing run-off characteristics will remain unchanged as the entire watershed in the system is already urbanized and the system is functioning adequately. A culvert design problem is encountered on Manbrin between River Road and Cherry due to minimal available cover. Eight-inch steel pipe must be used for the feeders at two locations (construction items 20 and 21). Coordination with drainage design on the Chemawa Road-Stark Street Section of River Road is essential at the Manbrin intersection. This intersection has been modified from the previously designed curb returns. A large area southwest of the project is drained above ground and crosses Cherry Avenue at Station 17+74 in a recently installed

24-inch corrugated PVC pipe. The run-off downstream of Cherry is presently impeded by inadequate fall and an undersized driveway culvert left of Station 15+50. The existing system is ditched from Cherry Avenue to a 24-inch storm sewer about 350 feet east of Cherry. The proposed improvement to this system will be a 24-inch sewer between the outfall ditch left of Station CH 15+30 and the extended 24-inch pipe at Station CH 17+74. The outfall ditch must be lowered about one foot from where it leaves Cherry Avenue at Station 15+30 and the existing 24-inch sewer to the east. A permanent easement for this drainage system is shown on the detail map.

Surfacing The surfacing provides 9 inches of CTB with 4-inch asphaltic concrete for new work and a 4-inch AC overlay of the existing roadway with an extra allowance of 1.0 inch for leveling. $1\frac{1}{2}$-inch is allowed for future.

Materials On the project there will be approximately 2200 cubic yards of general excavation and some 500 cubic yards of embankment needed. This will result in about 1700 cubic yards of excess excavation. This excess should become the property of the contractor.

Right of Way

The proposed R/W (Station 16+03 to 21+63 lt. and Station 15+80 to 21+20 rt.) on Cherry Avenue follows the taper to future four-lane section. There is a 1.0-foot R/W strip behind the sidewalk provided on the remaining portion of Cherry Avenue. A 0.5-foot R/W strip is provided behind the sidewalk on Manbrin Drive and Thorman Avenue. The total R/W cost is estimated to be $335,000. This figure is only approximate and is based on a per square foot cost of $4.00 for fee R/W, $2.00 for slope easement, and $1.00 fer drainage easement. The cost of the Keizer Dry Clearners at the SW corner of Cherry and Manbrin was calculated on the total land and improvements. The permanent easement left of Station Ch 15+30 will contain the outfall ditch of the major drainage. One ownership east of the Keizer Elks property has not been determined. (The Region Location Office will follow up on this.) The remaining easements are cut-fill slopes and are to be permanent easements, however, as the land is further developed to the sidewalk line in the future, these easements could be terminated.

Utilities Utilities on the job are Northwest Natural Gas (underground), Pacific Northwest Bell (underground and aerial), Viacom Cable Vision (underground TV), Keizer Water District and City of Salem Water (underground), City of Salem (sanitary sewer - Keizer District), and Salem Electric (underground and aerial). The underground gas lines are located near the west side of Cherry and the south side of Thorman. Adjustments, if any, will be needed at locations where new storm drains are installed at Station 'MT' 2+36, Station 'MT' 2+70, and Station CH 16+64. Field ties to the gas company marked locations along Cherry places the main under the existing pavement where subgrade widening will not effect the utility. Service lines at Station Ch 11+42, 12+44, 14+58, 15+22, and 19+29 might be affected by grading or storm sewer work. The gas main along Thorman is located outside of the existing pavement but will be covered by the widened section. The gas company might wish to relocate this line for ease of future maintenance. The underground telephone cables along Manbrin, Thorman and Cherry also might need to be moved. Storm sewer and grading might conflict with the cable (see map). An aerial line is along Cherry on the west side. Approximately 5 poles will need to be moved. One pole at Station Ch 17+00 is also used as a street light pole. The Viacom Cablevision cable is along the south side of Thorman. The company might wish to relocate. The Keizer Water District has water mains located along the east side of Cherry and the north side of Thorman. Waterline valve boxes will need resetting at the time of paving the overlay. In addition, about twelve service lines and meters will need to be set back due to widening. District people have stated that 14-inch main is 68-inches

deep at the 24-inch culvert crossing at Station Ch 17=74. The city of Salem has a 42-inch water main crossing Cherry at about Station 18+80. A concrete vault housing a valve (former meter to Keizer Water District) is located 24 feet left Station CH 18+77. The concrete vault will not interfere with roadwork; however, the valve box will need resetting to match the proposed pavement grade. The sanitary sewer facility on the project must have manholes adjusted vertically to match the pavement overlay. These adjustments are included in the contract items. The lamphole at Station MT 1+15 (Manbrin) is included as an "adjust manhole" item. The four manholes to be adjusted are at Station Ch 10+44, 14+37, 17+98 and 18+39. A service line taps the sanitary main at Station 11+51 ± that might be encountered during the storm sewer construction (construction item 22). This service will undoubtedly be eliminated as the business being served will be purchased for R/W.

Stage Construction

Construction would be limited to one side at a time with one lane being blocked (on construction side) during daylight hours. Traffic would be restored to full width at night with adjacent excavated area being filled. An alternate which could be considered to this stage construction is that the CTB could be left approximately 2" lower than existing edge of pavement and the remaining 2-inches paved with AC. Traffic could then be put on the newly constructed area while construction takes place on the other side of the road.

Bid Items

Mobilization: Standard Specifications apply.

Temporary Protection and Direction of Traffic: Standard Specifications apply.

Temporary Signs: Standard Specifications apply. We have placed construction ahead signs on all the incoming streets. In addition, we have provided protable signs for the local work areas assuming the contractor will likely have more than one operation in progress.

Temporary Plastic Safety Markers: These have been included for use normally where the local operations are in progress and a traffic lane is closed during working hours.

Temporary Barricades: These have been included to protect newly constructed driveway sections and areas not filled during working hours.

Flagger: Standard Specifications to apply.

Clearing and Grubbing: This will consist of some light work behind the existing sidewalks and the area of widening on Cherry Avenue. Included will be a number of small trees and some shrubbery.

Removal of Structures and Obstructions: This will consist mainly of curb, sidewalk and driveway removal.

General Excavation: In general, the work will be from the edge of the existing pavement or fogline depending on the condition of the pavement in the shoulder area to behind the new curb or the new edge of pavement. The depth will be approximately 1.1 feet at the edge of pavement and vary from there out depending on driveway, sidewalk, etc. The bulk of the material will be excess and since it is not great, about 1700 yards, we anticipate

that the contractor will make his own arrangements for disposal. We anticipate some close controls on how much of this may be done at a time. First, only one side may be opened and this only far enough ahead that the area may be backfilled at the end of each day's work such that there won't be a drop-off during the night hours. From a stage construction standpoint, I feel we should complete the grading and curb work plus the base paving on one side before moving to the other side as the traffic patterns will be less confusing the fewer times we move them from side to side.

Ditch Excavation: Standard Specifications apply.

Trench Excavation: Standard Specifications apply. The work consists mainly of short installations and extension of existing pipes. There are several installations where new cross pipes are to be installed. These installations will require the placement of AC material in the top portion of the trench as the installation progresses.

Finishing Roadbed and Slopes: Standard Specifications to apply.

Furnishing and Placing Topsoil: This item has been included to cover those situation where there will be new fill or cut slopes behind the sidewalk. Placement of this material will permit the planting of grass or shrubs to match whatever is there at present.

Watering: Standard Specifications to apply. The bid item was established to take care of the small amount of embankment (about 500 yards) and for dust abatement and clearing the pavement where the work has created dirt or dust conditions detrimental to traffic and the adjacent development.

Obliteration of Old Roadway: Standard specifications apply. There

is a small amount of old roadway to obliterate due to the realignment of Manbrin Drive.

Cement Treated Base Mixture: Standard Specifications apply for this material. This is to be placed in the excavated slot between the edge of the existing pavement to just behind the new curb line or new edge of pavement. The material will be placed in two lifts, one 5" lift immediately following the first 4" lift, but offset to allow a slot to place the Type-C curbs. We anticipate the need to have this brought up to at least within two inches of the existing pavement elevation at the end of each day's work. The reason for this is that the traffic volume and widths are such that we don't want to leave the large abrupt edge overnight.

Cement in CTB: Standard Specifications to apply.

Asphalt in Seal: Standard Specifications to apply.

Class 'B' AC Mix: Standard Speifications to apply.

Asphalt Cement in Mixture: Standard Specifications to apply.

Asphalt in Tack Coat: Standard Specifications to apply, except that the Region prefers the use of paving grade asphalt.

8" Steel Sewer Pipe: This item is necessary because of design problems encountered on Manbrin Drive between N. River Road and Cherry Avenue due to minimal available cover.

12" CMP: Standard Specifications apply. This item is included to cover culvert pipe installations used under road approaches where there is less than the minimum 6" cover.

12" Sewer Pipe: Standard Specifications apply.

24" Sewer Pipe: This item covers 28 feet of CMP to match extension of existing pipes. The remainder is Class IV concrete sewer pipe.

Pipe Under Pavement: Standard Specifications apply.

Manholes: Standard Specifications apply.

Type-G Inlets: Standard Specifications apply.

Type G-1 Inlets: Standard Specifications apply.

Type CG-1 Inlets: Standard Specifications apply.

PCC Walks: Standard Specifications apply.

PCC Driveways: Standard Specifications apply.

Type -C Curb: Standard Specifications apply.

Extra for AC Approaches: Covers private driveway approaches in the taper areas and the private driveway where the back of our walk does not match the existing driveways or parking lots.

Adjust Manholes: Standard Specifications to apply. These adjustments will all be minor, mainly to bring them up to match the new pavement grade caused by the overlay of the existing roadway. One Lamphole, Station 'MT' 1+15 is covered under this item.

Seeding and Mulching: This is a comparatively minor item, but one that is necessary to protect those areas where we have newly exposed slopes due to our excavation or embankment work.

Mail Box Posts: This item covers moving mailboxes to a temporary location during construction and the placing and setting of mailboxes in new permanent locations.

Permanent Signs: No study has been done on the necessary permanent signs for the project, but since we do anticipate some new permanent signs on the project, we have included a lump sum for this item in the bid schedule.

GON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 2

Date 11-12-81

tion Cherry Avenue-Manbrin Dr (Salem Parkway & Corollaries) County Marion

. Of Work Grading, paving & Signal Length Name L. Weber

No.	Item	Code	Unit	Quant.	Unit Cost	Total
1	Mobilization	110	LS	8%		24724
2	Temp.Prot. & Direction of Traffic	111	LS	4%		11886
3	Temporary signs	111	Sq.Ft.	374	6.00	2244
4	Flagger	111	HR	300	24.	7200
5	Temporary barricades	111	Each	18	125.00	2250
6	Temporary Plastic Safety Markers	111	Each	45	47.00	2115
7	Clearing & Grubbing	201	LS	1.39 Ac.		750
8	Removal of Structures & Obstruction	203	C.Y.	—	—	1350
9	Pitch Excavation	203	C.Y.	217		
10	General Excavation	203	C.Y.	2177		17416
11	Trench Excavation	206	C.Y.	352	12.00	4224
12	Finishing Roadbed & Slopes	222	LS		—	1000
13	Obliteration of Old Roadway	224	S.Y.	250	1.50	375
14	Topsoil	225	C.Y.	80	12.	960
15	Watering	233	M-Gal	70	15.00	1050
16	Aggregate Shld Material & Base	304	Ton	518	10.50	5439
17	Cement Treated Base (9-inch)	308	Ton	3136	14.00	43904
18	Cement in CTB	308	Ton	173	87.00	15051
19	Asphalt in Seal	308	Ton	15	67.00	1005
20	Class 'B' AC Mix	403	Ton	2654	24.00	63696
21	Asphalt in Mix	403	Ton	163		
22	Tack Coat	407	Ton	5	30.00	150
23	12-inch Culvert Pipe	603	LF			

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 2

Date 11-12-81

ion Cherry Avenue-Manbrin Dr (Salem Parkway & Corollaries) County Marion

Of Work Grading, Paving & Signal Length Name L. Weber

No.	Item	Code	Unit	Quant.	Unit Cost	Total
24	8-inch Sewer Pipe (Steel)	603	LF	170	10.52	1785
25	12-inch Sewer Pipe CI V	603	LF	[illegible]	16.52	6237
26	24-inch Sewer Pipe	603	LF	270	[illegible].22	9180
27	Pipe under pavement	603	LF	[illegible]	5.00	2415
28	Concrete Manholes	604	each	4	1200.20	4800
29	Type-G Inlet	604	each	1	450.00	450
30	Type CG-1 Inlet	604	each	6	[illegible].00	3600
31	Type G-1 Inlet	604	each	2	500.00	[illegible]
32	PCC Walks	608	S.Y.	923	[illegible]	[illegible]
33	PCC Driveways	608	S.Y.	[illegible]	[illegible]	[illegible]
34	Type 'C' Curbs	609	LF	1913	[illegible]	[illegible]
35	Extra for AC Approachs	610	Each	18	[illegible]	3600
36	Adjust Manholes	610	each	6	200.00	[illegible]
37	Seeding & Mulching	681	Acre			[illegible]
38	Mailbox Posts		each	4	100.00	400
39	Permanent Signs		LS	—	—	[illegible]
	Subtotal					[illegible]
	Engineering & Contigencies 20%					[illegible]
	Striping					2600
	R/W					3350
	TOTAL					73915
	No traffic signal considered at this time; studies will be made.					

32 V 1 Ah
32 V 1 Ah x

Parkway 11 Cord

9684

FEDERAL AID PROJECT REQUEST

Date June 15, 1981

Applicant Agency City of Salem/Marion County

Request for: Off-System ____, FAS-C ____, FAUS ____ Project Interstate Transfer X

Federal Aid Route No. See attached Route Name See attached sheet

Project Name Salem Parkway and Corollary Projects

Project Length see attached sheet Project Location (Attach sketch map)

Project Description See attached sheet for description of each of the projects of this request. This request also includes the Chemawa Interchange, which is Interstate Funded.

Average Daily Traffic See attached sheet Design Speed

Complete Applicable Sections:

I. ROADWAY DATA (SEE ATTACHED SHEET FOR DATA FOR EACH OF THE PROJECTS)

1. Existing Roadway: (Attach sketch)

   Width ____ Travel Lanes ____ Shoulders ____
   Medians ____ Parking ____
   Sidewalks ____
   Remarks ____

2. Desired Roadway Cross Section: (Attach sketch)

   Width ____ Travel Lanes ____ Shoulders ____
   Medians ____ Parking ____
   Curbed ____ Length Curb Radii ____
   Sidewalk/Bikeway ____
   Remarks ____

II. RIGHT-OF-WAY DATA (SEE ATTACHED SHEET FOR DATA)

1. Existing Right-of-Way:

   General Width ____ Minimum ____ Maximum ____

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
   Yes ____ No ____

3. Will additional right-of-way be needed? Yes ____ No ____
   If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No ____
   Remarks ____

III. TRAFFIC CONTROL DATA (SEE ATTACHED SHEET FOR DATA)

1. Existing Signalization and Location:

2. Proposed Signalization:

Location _____

_____

Type _____
Phases _____
Type of Suspension _____
Interconnected _____
Remarks _____

_____

3. Permanent Signing:

Include in project or by applicant? _____

_____

4. Permanent Striping:

Include in project or by applicant? _____

_____

IV. ILLUMINATION DATA (SEE ATTACHED SHEET FOR DATA)

1. Existing Illumination and Location:

_____

_____

_____

2. Proposed Illumination:

Location _____
Type _____

_____

Remarks _____

_____

V. STRUCTURE DATA

1. Existing Structure: (SEE ATTACHED SHEET FOR DATA)

Location _____ Br. No. _____
Type _____
Approach Roadway Width _____ Shoulder Width _____
Length _____ Width _____
To remain in place? _____

_____

2. Proposed Structure:

Location _____

_____

Approximate Size: Length _____ Width _____

Are sidewalk/bikeways desired: _____

Are any utilities to be attached to structure? _____

Are provisions for illumination desired? _____

Are there any unusual or complicating conditions? _____

Remarks _____

VI. RAILROAD DATA (SEE ATTACHED SHEET FOR DATA)

1. Are there any railroad crossings? Yes _____ No _____

   Name of Railroad _____
   Existing Crossing Protection _____

2. Will existing railroad crossing be altered? _____

   Remarks _____

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

		Office
1.	Citizen Involvement	Richard Knowles, Transportation Coordinator, Council of Governments, 220 High St. NE, Salem, OR 97301
2.	Environmental	Richard Knowles, Transportation Coordinator Council of Governments, 220 High St NE, Salem, OR 97301
3.	Public Hearing	Richard Knowles, Transportation Coordinator Council of Governments, 220 High St NE, Salem, OR 97301

Remarks The Draft Environmental Impact Statement was approved by FHWA 3-31-81. The Public Hearing was held May 4, 1981. The Final EIS is now being prepared.

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant _____ State X Consultant _____

2. Project construction engineering to be performed by:

Applicant_____ State X Consultant_____

3. Will applicant perform any work prior to or after award of contract?
Yes X No_____
If "yes," describe briefly: City will purchase right-of-way within Salem City Limits. City and County both to perform liaison engineering, plan approval, etc. State will write descriptions and furnish maps.

4. Applicant's estimate of cost for requested project: (See attached sheet for individual costs for all projects.)

Roadway Work	$_____
Right-of-way costs (if participating)	_____
Traffic control	_____
Illumination	_____
Structures	_____
Railroad	_____
Other_____	_____
Preliminary engineering	_____
PROJECT TOTAL	$

Remarks_____

_____

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF Salem and/or Marion COUNTY

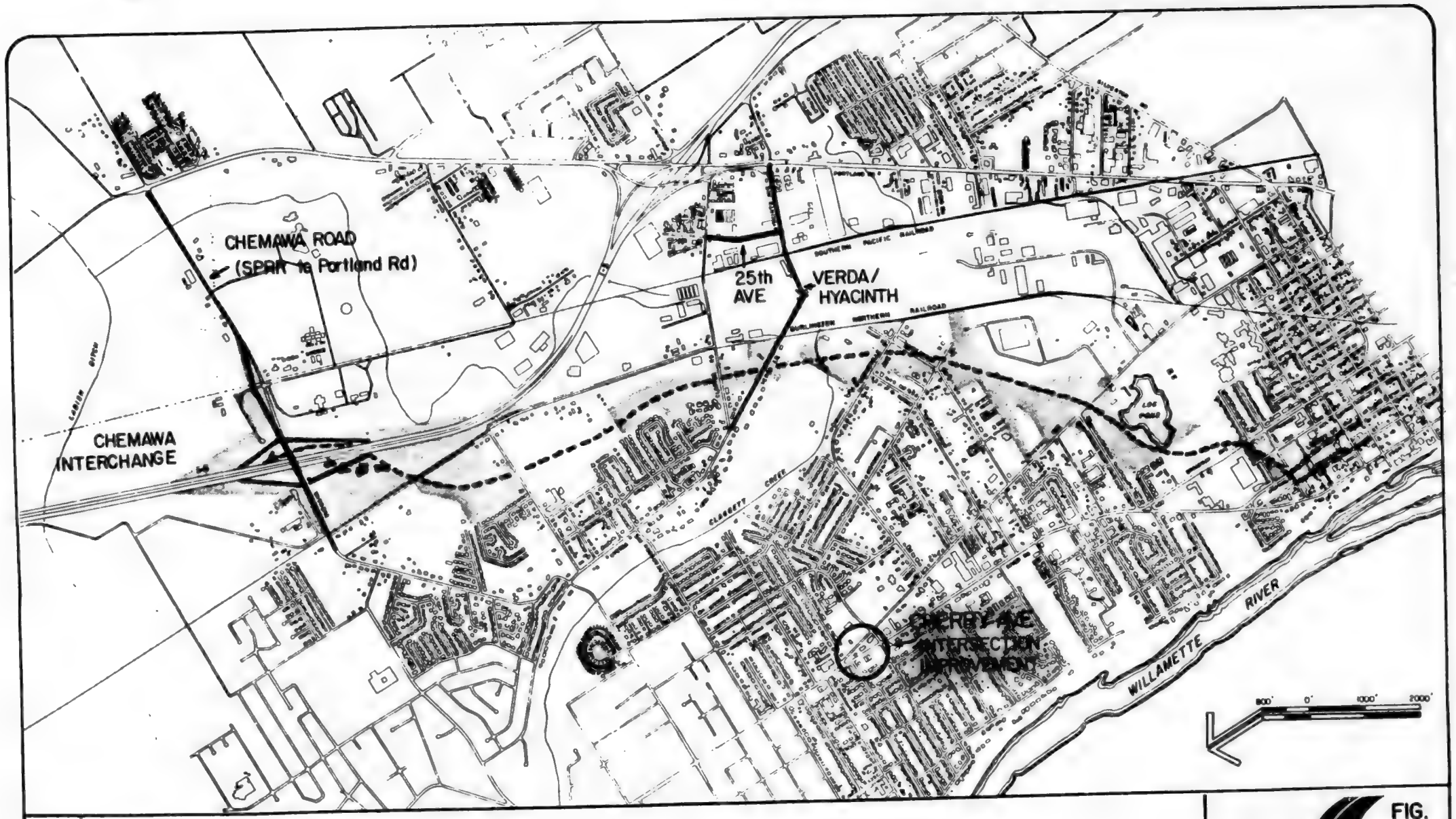
By _____
Mayor

By _____
City Recorder

By _____

By _____

By _____



LEGEND

- RAILROAD WEST AND NORTHGATE ALIGNMENTS
- COROLLARY ALIGNMENTS
- I-305 RIGHT-OF-WAY

SALEM PARKWAY AND
COROLLARY PROJECT
ALIGNMENTS

FIG.

salem parkway &
corollary projects

PROJECT NAME AND DESCRIPTION SHEET

Federal Aid Route Number - F.A.U. 1525 Route Name Salem Parkway

Project Name - Salem Parkway, Chemawa Road at I-5 to Pine Street at Liberty-Commercial Streets

Project Length - 3.6 miles

Project Description - The Salem Parkway is to be a four-lane controlled access arterial street following the Railroad west alignment in the Draft EIS. This new roadway is to have at-grade signalized intersections with major intersecting streets. The project includes frontage roads along the west side of the Salem Parkway from Ridge Drive to Keizer Road, and along the east side of the Salem Parkway from Claxter Road to the Northgate Avenue intersection. Bikeway facilities are to be included within the project. Also included are noise and aesthetic barriers along the west side of the Salem Parkway from Ridge Drive to Verda Lane vicinity; and sound barriers in the vicinity of Candlewood, Cherry Avenue and Broadway.

Average Daily Traffic - 0 - year 1979
varies 19,000 - 34,000 - year 2000

Design Speed - 55, 45, 35mph

PROJECT NAME AND DESCRIPTION SHEET

Federal Aid Route Number - FAU 1725 Route Name Cherry Avenue

Project Name - Salem Parkway Corollary Project - Cherry Avenue at North River Road Intersection

Project Length - 1500 feet

Project Description - This project would widen Cherry Avenue and Manbrin Drive to improve the connection of Cherry Avenue with North River Road. The existing Cherry Avenue - North River Road connection would be closed.

Average Daily Traffic - 5800 - year 1979
12000 - year 2000

Design Speed - 40 mph

PROJECT NAME AND DESCRIPTION SHEET

Federal Aid Route Number - FAU 1830 Route Name Chemawa Road

Project Name - Salem Parkway Corollary Project - Chemawa Road, 1300 feet East of SPRR to Portland Road

Project Length - 2500 feet

Project Description - Widen existing two lane roadway to turnpike minor arterial status.

Average Daily Traffic - 5900 - year 1979
7100 - year 2000

Design Speed - 40mph

PROJECT NAME AND DESCRIPTION SHEET

Federal Aid Route Number - 1685 Route Name - Verda Lane

Project Name - Salem Parkway Corollary Project - Verda Lane, Claxter Road to Salem Parkway

Project Description - This element of the Salem Parkway is in conjunction with Hyacinth Street. Verda Lane and Hyacinth which will form an east-west minor arterial, linking the Keizer area with Portland Road. Verda Lane will be improved by widening the existing roadway. Included is cul-de-sacing Claxter Road at BNRR.

Average Daily Traffic - 8000 - year 1979
9200 - year 2000

Design Speed - 35 mph

PROJECT NAME AND DESCRIPTION SHEET

Federal Aid Route Number - FAU 1685 Route Name Hyacinth Street

Project Name - Salem Parkway Corollary Project - Hyacinth Street
Salem Parkway to Portland Road

Project Description - This project in conjunction with the Verda Lane project will provide a new east-west, minor arterial link between Keizer and Portland Road. This project will ease the traffic congestion presently on Portland Road, Hyacinth and Claxter Road intersection. Included is the extension of 25th Street from Claxter Road to Hyacinth Street.

Average Daily Traffic - 8000 - year 1979
9200 - year 2000

Design Speed - 35 mph

PROJECT NAME AND DESCRIPTION SHEET

Federal Aid Route Number - FA I-5 Route Name Interstate 5

Project Name - Chemawa Road Interchange at I-5

Project Description - This project involves both the installation of a full access, diamond-type interchange of Chemawa Road and related improvements to Chemawa Road including a grade-separated crossing of the Southern Pacific Railroad. Also involved will be connections to the proposed Salem Parkway.

Average Daily Traffic - 5700 - year 1979
13800 - year 2000

Design Speed - 40 mph

ROADWAY DATA SHEET

SALEM PARKWAY

I. Roadway Data (See attached sketch)

1. Existing Roadway / No existing Roadway

Width	N/A	Travel Lanes	N/A	Shoulders	N/A
Median	N/A	Parking	N/A		

2. Desired Roadway (See attached sketch)

Roadway width:	68 uncurbed and 74' curbed
Travel Lanes:	4 each 12'
Median:	4' with 14' for left turns
Shoulders:	Varies 6' - 8'
Curbs:	Curbed southwesterly from Cherry Avenue
Sidewalk:	5' sidewalks both sides southwest of Cherry Avenue
Bikeway:	10' separated 2-way west side Chemawa Road to Cherry Avenue 6' - 8' on shoulders Cherry Avenue to Pine Street

CHERRY AVENUE

I. Roadway Data (See attached sketch)

1. Existing Roadway

Width	38'	Travel Lanes	2 @ 11'	Shoulders	2 @ 8'
Median	None	Parking	Yes	Sidewalk	N/A

2. Desired Roadway (See attached sketch for Cherry Avenue)

Roadway Width:	60' to 72' curb to curb
Travel Lanes:	4 each 12'
Median:	12 for left turns where needed
Shoulders:	2 each 6' Emergency parking only
Curbs:	Yes
Sidewalk:	2 each 5'
Bikeway:	On street 6' shoulders

CHEMAWA ROAD

I. Roadway Data

1. Existing Roadway

Width	20'	Travel Lanes	2 @ 10'	Shoulders	None
Median	None	Parking	None	Sidewalk	None

2. Desired Roadway (See attached sketch)

ROADWAY DATA SHEET

CHEMAWA ROAD (Cont'd)

Roadway Width:	36 Feet
Travel Lanes:	2 @ 12'
Median:	None
Shoulders:	2 @ 6' (Emergency Parking Only)
Curbs:	No
Sidewalk:	None
Bikeway:	Use 6' paved shoulders
Remarks:	This is interim 2-lane turnpike arterial, which is proposed to be widened to 4 or 5 lanes with curbs and sidewalks in future.

VERDA LANE

I. Roadway Data

1. Existing Roadway
   Width 22' Travel Lanes 2 Shoulders Variable
   Median None Parking None

2. Desired Roadway:

Roadway Width:	Varies 36' to 52' curb to curb
Travel Lanes:	2 @ 12'
Median:	None, except left turn lane at major intersections
Shoulders:	2 @ 6' (Emergency Parking Only)
Curbs:	Yes
Sidewalks:	2 @ 5'
Bikeway:	On-street 6' shoulders

HYACINTH STREET

I. Roadway Data

1. Existing Roadway
   Width 20' Travel Lanes 2 @ 10' Shoulders None
   Median None Parking None

2. Desired Roadway (See attached sheet)

Roadway Width:	Varies 36' to 52' curb to curb
Travel Lanes:	2 @ 12'
Median:	None, except left turn lane at major intersections (Salem Parkway, 25th Avenue, Portland Road)
Shoulders:	2 @ 6' (Emergency Parking Only)
Sidewalk:	2 @ 5'
Bikeway:	Use on-street 6' shoulders

ROADWAY DATA SHEET

CHEMAWA INTERCHANGE

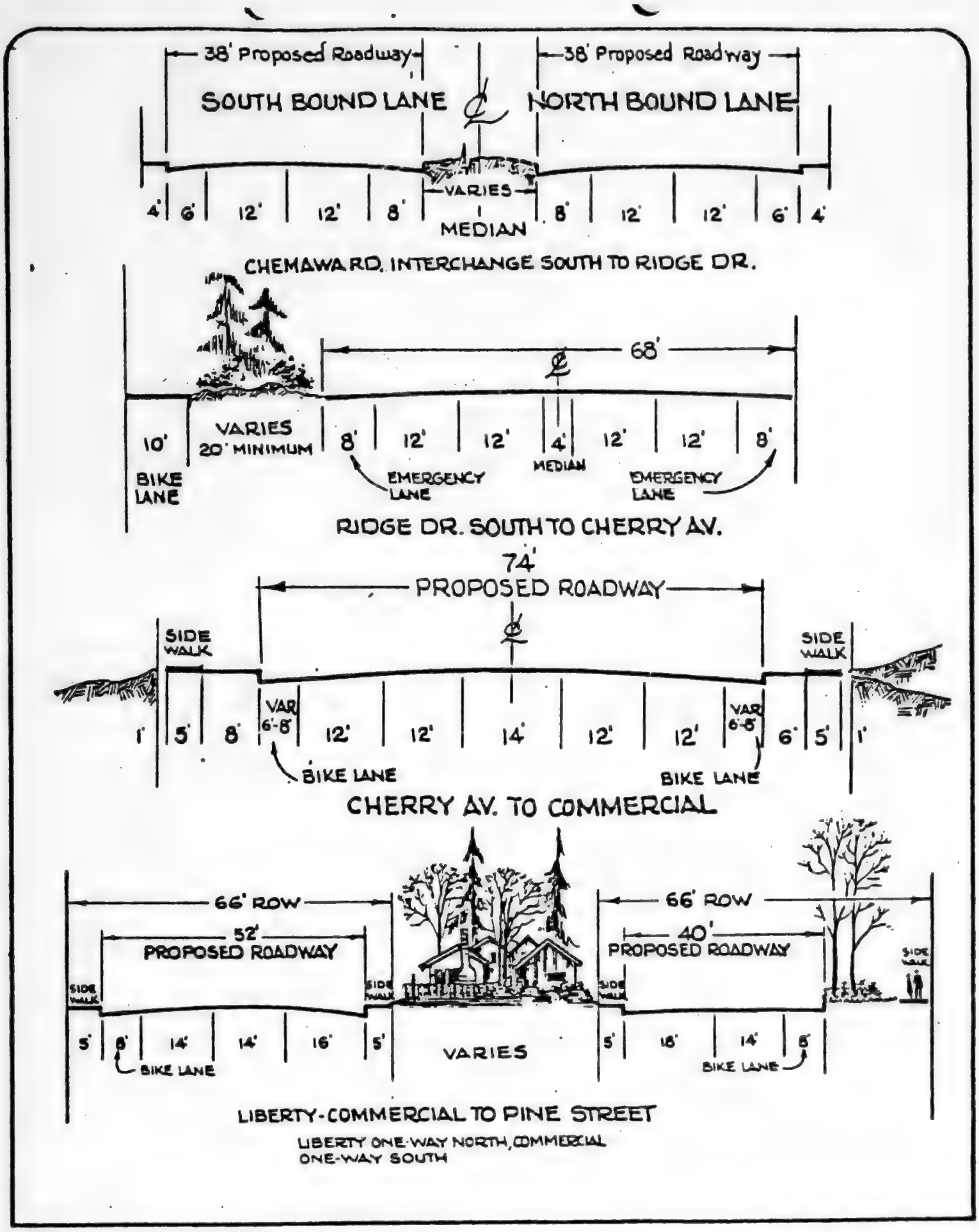
I. Roadway Data

1. Existing Roadway - Four Lane Bridge Structure to Remain

2. Desired Roadway

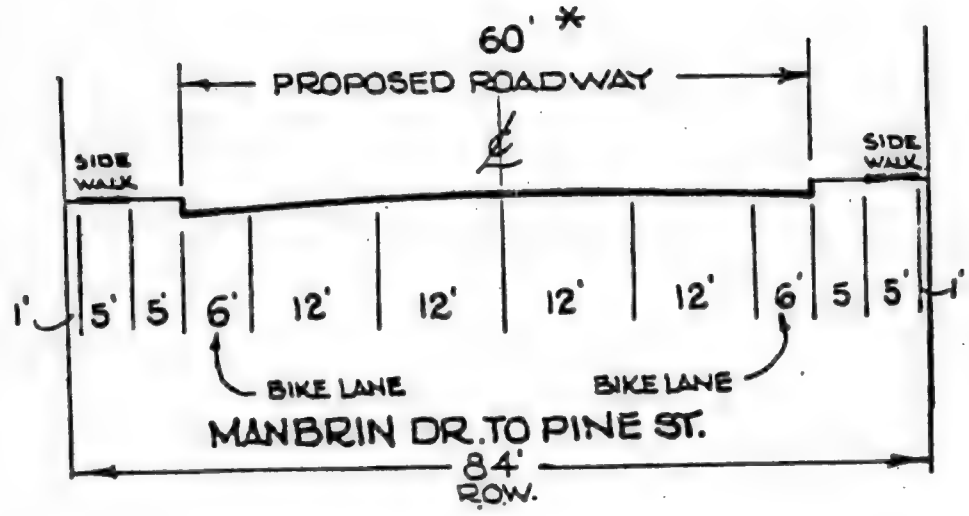
Diamond Interchange

Travel Lanes:	4 @ 12'
Median:	16'
Shoulders:	2 @ 10'
Curbs:	None
Ramps:	Lane @ 26' Diamond figuration with no curbs



PROPOSED TYPICAL SECTION RAILROAD WEST ALTERNATIVE

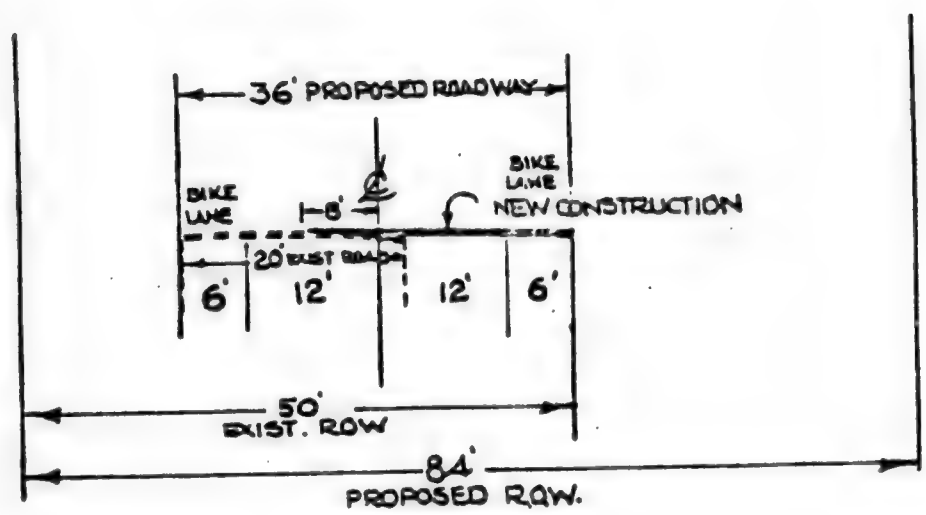
Fig. 6



* 72' AT MAJOR INTERSECTIONS FOR LEFT TURN LANE

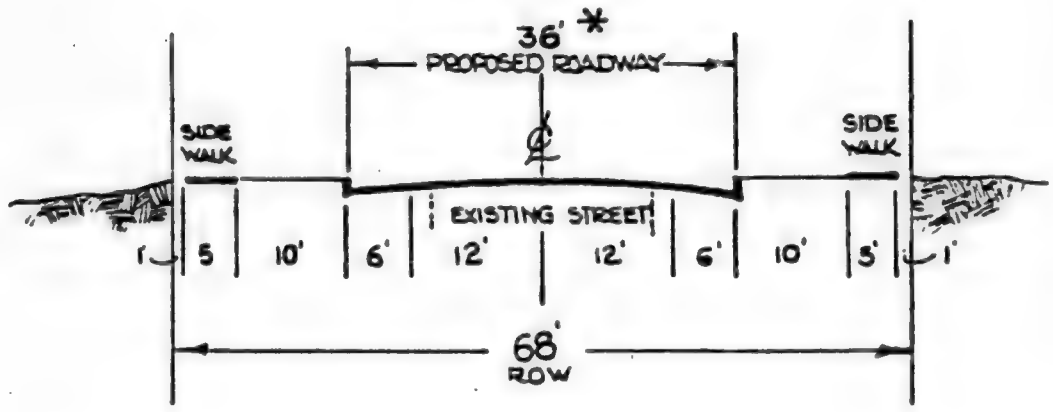
PROPOSED TYPICAL SECTION
CHERRY AVENUE

Fig. 11



PROPOSED TYPICAL SECTION
CHEMAWA ROAD

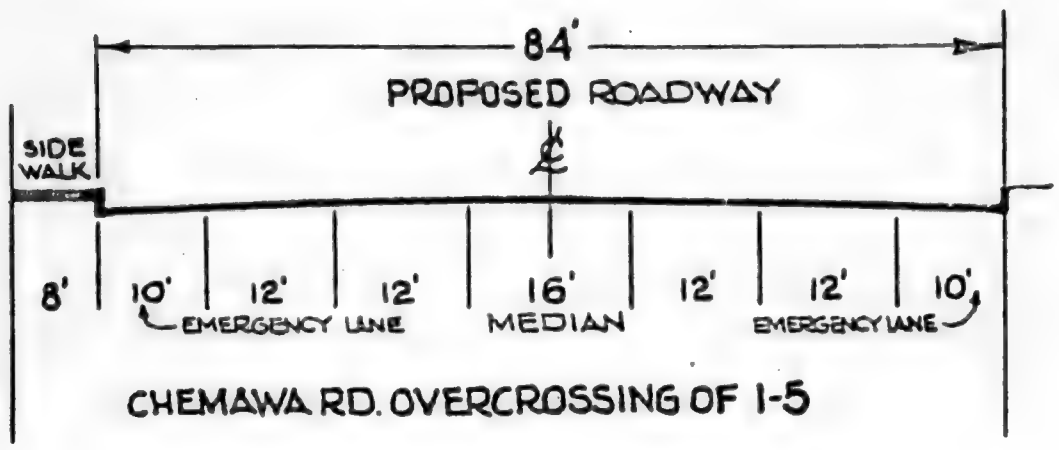
Fig. 9



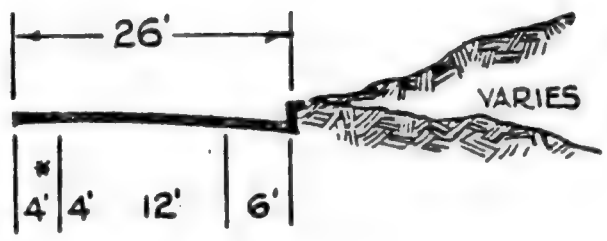
* 52' AT MAJOR INTERSECTIONS FOR LEFT TURN LANE

PROPOSED TYPICAL SECTION
VERDA LANE / HYACINTH ST. OR
25th AVE. / CLAXTER RD.

Fig. 10



CHEMAWA RD. OVERCROSSING OF I-5



INTERCHANGE RAMP

* CHEMAWA RD. TO I-5 SOUTH BOUND ON-RAMP WILL INCLUDE A 10FT. BIKE LANE

PROPOSED TYPICAL SECTION
CHEMAWA INTERCHANGE

Fig. 8

RIGHT-OF-WAY DATA SHEET

SALEM PARKWAY

II. Right-of-Way Data:

1. Existing right-of-way; general width varies Minimum ____ Maximum ____

2. Yes, right-of-way has been acquired subsequent to January 2, 1971.

3. Yes, additional right-of-way will be needed. Yes, the cost will be subject to federal reimbursement.

Remarks - ODOT will acquire additional right-of-way outside city limits.
City will acquire additional right-of-way inside city limits.

85% of needed right-of-way acquired.
Need to acquire remaining parcels to complete gaps.

CHERRY AVENUE

II. Right-of-Way Data:

1. Existing right-of-way; general width 60' Minimum 40' Maximum 100'

2. No, right-of-way has been acquired subsequent to January 2, 1971.

3. Yes, additional right-of-way will be needed. Yes, the cost will be subject to federal reimbursement.

Remarks - ODOT will acquire additional right-of-way. (all outside City limits)

CHEMAWA ROAD

II. Right-of-Way Data:

1. General width 50' Minimum 50' Maximum 50'

2. No, right-of-way has been acquired subsequent to January 2, 1971.

3. Yes, right-of-way will be needed. Yes, right-of-way costs will be subject to federal reimbursement.

Remarks - City of Salem will acquire additional right-of-way inside City limits.
ODOT will acquire additional right-of-way outside City limits for Marion County.

VERDA LANE

II. Right-of-Way Data:

1. Existing right-of-way; general width 60' Minimum 60' Maximum 60'

2. No right-of-way has been acquired for this project subsequent to January 2, 1971.

3. Yes, additional right-of-way is needed. Yes, the cost of the right-of-way will be subject to federal reimbursement.

Remarks - City of Salem will acquire additional right-of-way inside City limits.
ODOT will acquire additional right-of-way outside City limits for Marion County.

HYACINTH STREET

II. Right-of-Way Data:

1. Existing right-of-way; general width 50' Minimum 0' Maximum 60'

2. No right-of-way has been acquired for this project subsequent to January 2, 1971.

3. Yes, additional right-of-way will be subject to federal reimbursement by the application, City of Salem.

Remarks - City of Salem will acquire additional right-of-way inside City limits.
ODOT will acquire additional right-of-way outside City limits for Marion County.

CHEMAWA INTERCHANGE

II. Right-of-Way Data:

1. Existing right-of-way; ODOT owns existing right-of-way between the Burlington Northern Railroad and 900' ± east of Southern Pacific Railroad.

ILLUMINATION DATA SHEET

SALEM PARKWAY

IV. Illumination Data: Salem Parkway

1. Existing Illumination and Location: None

2. Proposed Illumination

Location - Along both sides of route, at 120' staggered spacing

Type - 400 watt High Pressure sodium lights mounted @ 40 feet near intersections.

Balance of route to be determined by engineering studies.

CHERRY AVENUE

IV. Illumination Data: Cherry Avenue

1. Existing Illumination and Location; Var: ea 175 W to 400W Mercury Vapor on existing Salem Electric poles.

2. Proposed Illumination;
Location - Lineal Lighting - east side of street
Type - 400 W high pressure sodium 40' M.H.
Remarks - to be installed on existing Salem Electric utility poles

CHEMAWA ROAD

IV. Illumination Data: Chemawa Road

1. Existing illumination and location; 2-100 W Mercury Vapor luminaires at intersection of Chemawa Road and Portland Road.

2. Proposed Illumination; none proposed.

VERDA LANE

IV. Illumination Data: Verda Lane

1. Existing Illumination and Location; sporadic mercury vapor.

2. Proposed Illumination; 200 W High Pressure Sodium @ 35' mounting height @ 120' staggered spacing

Traffic Control Data Sheet Continued -

VERDA LANE

III. Traffic Control Data: Verda Lane

1. Existing Signalization and Location; none.

2. Proposed Signalization; Signalization of the intersection with the Salem Parkway is included in the Salem Parkway project.

3. Permanent signing; in project.

4. Permanent striping; in project.

HYACINTH STREET

III. Traffic Control Data: Hyacinth Street

1. Existing Signalization and Location; Hyacinth and Portland Road - five phase fully actuated with protected left turns from Portland Road onto Hyacinth Street.
Claxter @ 25th - 2 phase, span wire, semi-actuated.

2. Proposed Signalization; new signal at Salem Parkway included in Salem Parkway. New signal at Hyacinth and extended 25th Avenue to be fully actuated. Mast arm suspension. No interconnect.

3. Permanent signing; included in project.

4. Permanent striping; work by applicant (City of Salem) include costs in project and will include raised lane reflectors.

CHEMAWA INTERCHANGE

III. Traffic Control Data: Chemawa Interchange

1. Existing Signalization and Location; None.

2. Proposed Signalization; Chemawa Road @ Interchange Ramp Termin: Actuated and interconnected.

3. Permanent signing to be included in project.

4. Permanent striping including raised lane reflectors to be included in project.

TRAFFIC CONTROL DATA SHEET

SALEM PARKWAY

III. Traffic Control Data: Salem Parkway

1. Existing Signalization and Location: None

2. Proposed Signalization - Salem Parkway @ Verda Lane
   Northgate Avenue Extension, Cherry Avenue, Broadway Street, Liberty Street.
   All signals to be actuated and interconnected.
   Number of phases to be determined in detailed signal design
   Mast arm suspension.

3. Permanent signing is to be included in the project.

4. Permanent striping and raised traffic lane markers to be included in project.

CHERRY AVENUE

III. Traffic Control Data: Cherry Avenue

1. Existing Signalization and Location; Cherry Avenue @ N. River Road
   2 phase - fully actuated.

2. Proposed Signalization - Cherry Avenue @ N. River Road -
   Revise new signal that is to be installed in N. River Road widening project to fit new Cherry connection.

3. Permanent signing will be included in the project.

4. Permanent striping and raised traffic lane markers to be included in project.

CHEMAWA ROAD

III. Traffic Control Data: Chemawa Road

1. Existing Signalization and Location; Chemawa Road and Portland Road - five phase, fully actuated, with protected left turns from Portland Road onto Chemawa Road.

2. Proposed Signalization; no change to existing.

3. Permanent signing included in project.

4. Permanent striping; work to be done by City. Include funds in project for striping and raised lane reflectors.

Illumination Data Sheet Continued -

HYACINTH STREET

IV. Illumination Data: Hyacinth Street

1. Existing Illumination and Location; none on Hyacinth - four 1000 watt Mercury Vapor luminaires at the intersection of Portland Road.

2. Proposed Illumination; 200 W high pressure sodium 35' mounting height, staggered spacing utilizing existing PGE power poles as much as possible.

STRUCTURE DATA SHEET

V. STRUCTURE DATA - SALEM PARKWAY

1. Existing Structure None

2. Proposed Structure

Location: Claggett Creek
Approximate Size:

Salem Parkway--Length 90'± Width 75'±
Frontage Road--Length 90'± Width 40±

Are Sidewalk/Bikeways desired? Yes - bikeway for Parkway
Are Utilities to be attached to structure? No
Are provisions for illumination desired? Yes, if illumination included in this portion of the route

Any unusual or complicating conditions? None
Remarks: None

V. STRUCTURE DATA - CHEMAWA INTERCHANGE

1. Existing Structures:

Location: Interstate 5 approximately 1600' southerly of Chemawa Road. Constructed for future Northbound Salem Parkway to I-5 ramp. Constructed as part of six-laning I-5 in this area.

Type: P.C.C.

Approach Roadway Width _____ shoulder width _____
Length _____ Width _____

To remain in place? Yes

2. Proposed Structures

Location: 1. Chemawa Road to I-5 Southbound Ramp overcrossing of Salem Parkway Ramps to/from I-5.

2. Salem Parkway undercrossing of Burlington Northern Railroad.

Approximate Size:

1. Length 520'± Width 30'±
2. Length 330'± Width 25'±

Are sidewalk/bikeways desired? No
Are utilities to be attached to structure? No

Are provisions for illumination desired? Yes
Are there any unusual or complicating conditions? No

Remarks: None

V. STRUCTURE DATA - FOR CHERRY AVENUE, CHEMAWA ROAD, VERDA LANE, AND HYACINTH STREET

1. Existing Structures: None

2. Proposed Structures: None

RAILROAD DATA SHEET

VI. RAILROAD DATA: Chemawa Interchange

1. Are there any railroad crossings? Yes X No _____

   Name of Railroads Burlington Northern and Southern Pacific
   Existing Crossing Protection none now exists

2. Will existing railroad crossing be altered? Yes, see below:

   Remarks - An undercrossing of the BNRR tracks near Keizer Road is proposed for ramps to/from Salem Parkway. An overcrossing of Chemawa Road over SPRR mainline is part of the interchange project.

VI. RAILROAD DATA: Verda - Hyacinth

1. Are there any railroad crossings? Yes X No _____

   Name of Railroad Southern Pacific
   Existing Crossing Protection Stop signs and cross bucks

2. Will existing railroad crossing be altered? Yes

   Widen and improve at grade crossing.
   Install: Railroad drop gates, flashing light signals
   Stop clearance lines, advance warning signs, and
   advance warning pavement markings.

   Remarks - This project will also create a new at-grade crossing of Verda-Hyacinth with Burlington Northern Railroad. The Verda-Hyacinth/BNRR crossing will also be protected with Railroad drop gates, flashing light signals, stop clearance lines, advance warning signs and advance warning pavement markings.

VI. RAILROAD DATA: Salem Parkway and Cherry Avenue

1. Are there any railroad crossings? Yes _____ No X

   Name of Railroad: N/A
   Existing Crossing Protection: N/A

2. Will existing crossing be altered? N/A

VIII GENERAL INFORMATION

4. Estimate of Cost for Requested Projects:

	SALEM PARKWAY	CHERRY @ N. RIVER RD.	CHEMAWA ROAD	VERDA LANE	HYACINTH STREET	25TH STREET	CHEMAWA INTERCHANGE	TOTALS:
Roadway Work	$18,570,000	$ 145,000	$ 400,000	340,000	$1,250,000	$550,000	$10,930,000	$ 32,185,000
Right of Way Costs	2,860,000	85,000	135,000	20,000	290,000	260,000	0	3,650,000
Traffic Control Illumination Structures Railroad Other	(Included in Roadway Work Above)							
Preliminary Engineering	600,000	20,000	40,000	35,000	125,000	50,000	350,000	1,220,000
TOTALS:	$22,030,000	$250,000	$575,000	395,000	1,665,000	$860,000	$11,280,000	$37,055,000

Notes:

1. All Costs are based on 1981 dollar cost estimated prepared by City Real Estate, and OSHD Design and Real Estate, and assembled by Mid-Willamette Valley Council of Governments for Draft E.I.S., Project Citizen's Advisory Committee, City Council and Marion County Board Adopted Alternatives.
2. 1981 costs have been inflated 15% to 1982 year of expenditure.
3. Preliminary Engineering amounts shown are added funds estimated (by City) to be needed to complete contract plans, specifications and estimates).
4. Chemawa Interchange is funded with Interstate Funds = 92% FHWA, 8% OSHD
5. All other projects funded with Interstate Transfer Funds = 85% FHWA, 13.875% City, and 1.125% Marion County.

MANAGER ..... PROJECT UNIT 5

JUN 2 7 1983

MAN. ASSIST. ..... PROGRAM UNIT .....

REFER TO .....

OREGON DEPARTMENT OF TRANSPORTATION
NOISE STUDY REPORT

Project Greenwood Dr.-Manbrin Dr. Prepared FOR Lee Doss

Highway River Road & Cherry Avenue N.E. Date February 15, 1983

County Marion City Keizer

Project Description:

The project will reconstruct River Road and Cherry Avenue for a distance of 1½ blocks south of their junction. Manbrin Drive will be reconstructed between the two, and also for a short distance easterly of Cherry Avenue, providing a left turn refuge. Manbrin will also be realigned, placing its intersection with Cherry Avenue 50 feet south of its present position. (See excerpt from plans attached).

Existing Land Use Activities:

Private properties adjacent to the project are in commercial use except for the following: two residences on the east side of Cherry Avenue toward its northerly terminus (a third residence between them has been converted to a furniture outlet), two residences on the west side of River Road south of Manbrin and south of Keizer Chevron filling station which is on the corner, and an apartment house immediately south of these two residences. Property east of Cherry Avenue, north and south of Manbrin is vacant except for the new Elks Lodge building about 400 feet distant.

TRAFFIC DATA AND PREDICTED NOISE LEVELS, Link 2

(Worst case situations as noted)

Year	Autos	Medium Trucks	Heavy Trucks	Speed (mph)	Noise Levels @ 50 ft. from ℄ Leq, dBA	Leq 67 dBA (Dist. from Road ℄)
	(vehicles per hour)					
1982 (Existing)	2,185	25	10	35	68	64 ft. (peak hr.)
2002 (No-Build)	2,115	25	10	35	68	59 ft. (peak hr.)
2002 (Build)	1,455	40	15	35	68	59 ft. (peak truck hour)

Note: Future traffic is expected to be less on North River Road due to construction of the Salem Parkway and diversion of some traffic to that facility.

Existing Sound Levels: See previous table. No field measurements were taken.

Traffic Noise Impacts:

None. The outside activity criterion of Leq 67 dBA was used recognizing outside activity areas in residential back and side yards. The 67 dBA noise contour is located about 10 feet short of the mentioned residences on River Road.

Traffic Noise Mitigation:

None recommended. The Salem Parkway will serve partially as an alternate truck route as well as diverting a large portion of what would have been River Road traffic.

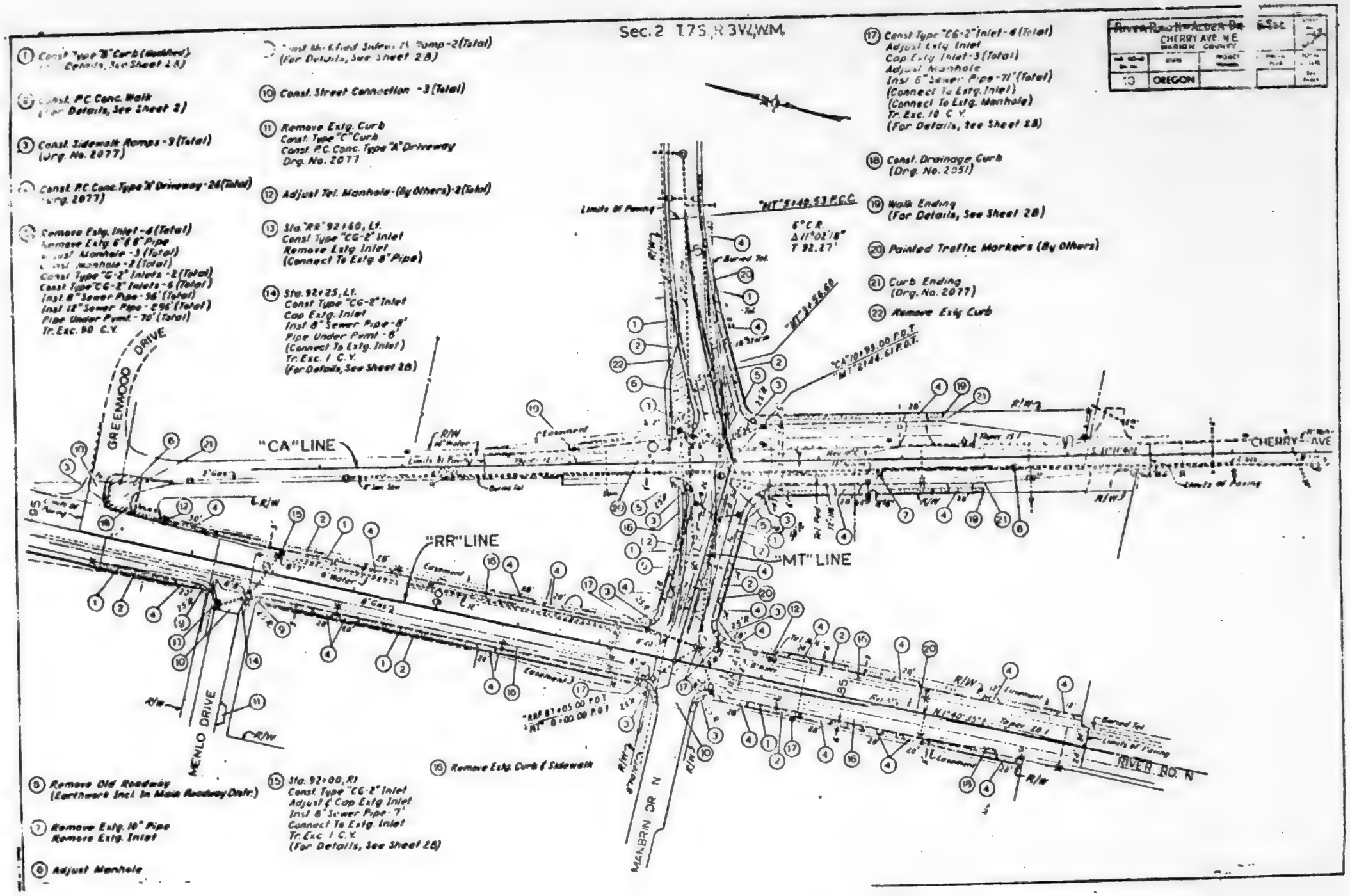
Construction Noise: Pavement breaking and salvage, grading and paving operations.

Impacts: Minor.

Mitigation: (See Attachment).

Local Coordination:

A copy of this report will be sent to the City of Keizer and to Marion County for use in planning along neighboring portions of River Road and Cherry Avenue. Responsibility for mitigation of traffic noise in any future developments on private properties adjacent to the project will rest with local authorities and with the developer.


Sec. 2 T.7S., R.3W.,W.M.
CHERRY AVE. N.E.
MARION COUNTY
OREGON
(1) Const. "Type B" Curb (Modified) (For Details, See Sheet 2B)
(2) Const. P.C. Conc. Walk (For Details, See Sheet 2)
(3) Const. Sidewalk Ramps - 9 (Total) (Drg. No. 2077)
(4) Const. P.C. Conc. Type "A" Driveway - 26 (Total) (Drg. 2077)
(5) Remove Exist. Inlet - 4 (Total)
Remove Exist. 6" & 8" Pipe
Adjust Manhole - 3 (Total)
Const. Manhole - 2 (Total)
Const Type "CG-2" Inlets - 2 (Total)
Const Type "CG-2" Inlets - 6 (Total)
Inst 8" Sewer Pipe - 56' (Total)
Inst 12" Sewer Pipe - 296' (Total)
Pipe Under Pvmt. - 70' (Total)
Tr. Exc. 90 C.Y.
(6) Const. Type "CG-2" Inlet - 2 (Total)
Adjust & Cap Exist. Inlet - 2 (Total)
Inst 8" Sewer Pipe - 16' (Total)
Pipe Under Pvmt. - 16' (Total)
(Connect To Exist. Inlet)
Tr. Exc. 2 C.Y.
(For Details, See Sheet 2B)
(10) Const. Street Connection - 3 (Total)
(11) Remove Exist. Curb
Const. Type "C" Curb
Const. P.C. Conc. Type "A" Driveway
Drg. No. 2077
(12) Adjust Tel. Manhole - (By Others) - 2 (Total)
(13) Sta. "RR" 92+60, Lt.
Const Type "CG-2" Inlet
Remove Exist Inlet
(Connect To Exist. 8" Pipe)
(14) Sta. 92+25, Lt.
Const Type "CG-2" Inlet
Cap Exist. Inlet
Inst 8" Sewer Pipe - 8'
Pipe Under Pvmt - 8'
(Connect To Exist. Inlet)
Tr. Exc. 1 C.Y.
(For Details, See Sheet 2B)
(15) Sta. 92+00, Rt
Const Type "CG-2" Inlet
Adjust & Cap Exist. Inlet
Inst 8" Sewer Pipe - 7'
Connect To Exist. Inlet
Tr. Exc. 1 C.Y.
(For Details, See Sheet 2B)
(16) Remove Exist. Curb & Sidewalk
(17) Const. Type "CG-2" Inlet - 4 (Total)
Adjust Exist. Inlet
Cap Exist. Inlet - 3 (Total)
Adjust Manhole
Inst 8" Sewer Pipe - 71' (Total)
(Connect To Exist. Inlet)
(Connect To Exist. Manhole)
Tr. Exc. 10 C.Y.
(For Details, See Sheet 2B)
(18) Const. Drainage Curb (Drg. No. 2051)
(19) Walk Ending (For Details, See Sheet 2B)
(20) Painted Traffic Markers (By Others)
(21) Curb Ending (Drg. No. 2077)
(22) Remove Exist Curb
(9) Remove Old Roadway (Earthwork Incl. In New Roadway Distr.)
(7) Remove Exist. 10" Pipe
Remove Exist. Inlet
(8) Adjust Manhole
GREENWOOD DRIVE
MENLO DRIVE
MANBRIN DR N
RIVER RD N
CHERRY AVE
"CA" LINE
"RR" LINE
"MT" LINE
R/W
Limits of Paving
Easement
Curb Tel.
Water
Gas
Storm
Sewer
Power
Tel.
Buried Tel.
"MT" 5+49.53 P.C.C.
6° C.R.
Δ 11°02'16"
T 92.37'
"MT" 3+56.60
"CA" 10+95.00 P.O.T.
"MT" 8+44.61 P.O.T.
"RR" 81+05.00 P.O.T.
"MT" 0+00.00 P.O.T.
N 1°49'25" E
Topo 101
Limits of Paving

NOISE STUDY, GREENWOOD DR. - MANBRIN DR., CITY OF KEIZER, MARION COUNTY

The following construction noise abatement measures will be included in the project construction specifications:

1. No construction shall be performed within 1,000 feet of an occupied dwelling unit on Sundays, legal holidays and between the hours of 10:00 p.m. and 6:00 a.m. on other days without the approval of the Project Manager.

2. All equipment used shall have sound control devices no less effective than those provided on the original equipment. No equipment shall have an unmuffled exhaust.

3. All equipment shall comply with pertinent equipment noise standards of the U.S. Environmental Protection Agency.

4. The noise from rock crushing or screening operations performed within 3,000 feet of any occupied dwelling shall be mitigated by strategic placement of material stockpiles between the operation and the affected dwelling or by other means approved by the Project Manager.

Should a specific noise impact complaint occur during the construction of the project, the contractor at his own expense may be required to implement one or more of the following noise mitigations as directed by the Project Manager.

1. Locate stationary construction equipment as far from nearby noise sensitive properties as possible.

2. Shut off idling equipment.

3. Reschedule construction operations to avoid periods of noise annoyance identified in the complaint.

4. Notify nearby residents whenever extremely noisy work will be occurring.

5. Install permanent or portable acoustic barriers around stationary construction noise sources.

CON

STATE OF OREGON

INTEROFFICE MEMO

TO: Gary Potter, Manager
Program Section

DATE: June 15, 1983

FROM: Rod Henry, Assistant
Right of Way Manager

SUBJECT: Right of Way Certification
F. A. Projects
Bid Opening July 14, 1983

Federal-aid Project No. IX-0000( ) Highway No. 724 City

Federal-aid Project Name Greenwood Dr. N.E.-Manbrin Dr. (Salem)

I certify that to the best of my knowledge the following statements are correct with regard to the right-of-way and relocation for this project.

Right-of-way was acquired in accordance with current FHWA directives covering acquisition of real property and with the relocation provisions of FHPM 7-5. The State has legal and physical possession or has a right to occupy and use all right-of-way. Occupants have vacated all residential, commercial and farm buildings.

All individuals and families have been relocated to decent, safe, and sanitary housing, or the State has made available to relocatees adequate replacement housing in accordance with the provisions of current FHWA directives.

The above statements are correct except for File 52657, Green. This is a dry cleaners and the property is currently under condemnation. The County has made a deposit into court and they will have a legal right of possession by July 14, 1983. I recommend that we proceed with advertising on the basis that the County will have possession of this property before the contract is awarded.

RH:jh

cc: J. H. Versteeg
Duane Ridings
Don Aman

81-125-1307

CON ROW 12

STATE OF OREGON

INTEROFFICE MEMO

TO: Gary Potter, Manager
Program Section

DATE: June 20, 1983

FROM: Rod Henry, Assistant
Right of Way Manager

SUBJECT: AMENDED
Right of Way Certification
F. A. Projects
Bid Opening July 14, 1983

Federal-aid Project No. IX-0000( ) Highway No. 724 City

Federal-aid Project Name Greenwood Dr. N.E.-Manbrin Dr. (Salem)

On June 15 I certified that the right-of-way for this project was clear except for file 52657, Green. I indicated that this property would be available by July 14, 1983.

A possession hearing was held on this property today and the judge did not grant the County possession of the property on July 14 as anticipated. The judge awarded the County possession of the property on July 14 subject to the provision that the owner would be allowed to retain possession of the building until August 15, 1983.

In order to conform to the possession date awarded by the judge, it will be necessary to hold the building out of the contract until August 16, 1983.

RH:jh

cc: J. H. Versteeg
Duane Ridings
Don Aman
Steve Macnab

PROGRAM SECTION
MANAGER PROJECT UNIT
JUN 20 1983
MAIL ASSIST. PROGRAM UNIT
REFER TO
FOR

81-125-1307

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 21, 1983

In Reply Refer to
File No.:

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Greenwood Dr. N.E. - Manbrin Dr. (Salem)
Federal-Aid Project No. IX-0000(55)
Right-of-Way Clearance

We hereby request a public interest finding concerning the requirements of paragraph 5 of FHPM 6-4-2-1 and paragraph 7 of FHPM 6-4-1-6 (relative to contractor's working restrictions immediate occupancy and use at the anticipated advertising date). We will be requesting P.S. & E. approval and obligation for this project on June 23, 1983 for a July 14, 1983 bid opening.

We feel it is in the public interest to advertise this project without the right-of-way being clear. There is only one file involved which will be in the State's physical possession on August 15, 1983. The area of this file is shown on Sheet 2B of the contract plans and the Contractor will be alerted to the restriction in subsection 108.13 in the Contract Special Provisions.

File 52657, Green dry cleaners has been allowed by the Court the extra time to move. Their building is on the corner of Cherry at Manbrin out of the main roadway, allowing the contractor free access to all of the project except this one corner. This corner being clear of the construction area for the time, there will be no delay to the contractor or extra cost to the project, therefor we feel we should proceed with advertising the contract.

This public interest finding is based on and supported by the attached memo from our Right-of-Way Section.

DAR:blm

cc: Rod Henry
Stephen Macnab

Form 734-3122

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.	IX-0000(55)
2. STATE PROJECT NO.	See below
3. FROM	Dale E. Wilken, Division Administrator FHWA - Oregon Division
4. PROGRAM NO.	
5. ITEM NO.	80302 & 20066
2A. COUNTY NAME	Marion

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
6/22/83	FAU 1705 & 1725	City Street

10. GENERAL LOCATION:

Greenwood Drive NE - Manbrin Drive N Section

11. GENERAL DESCRIPTION OF WORK

Grade, drain, pave and signals

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [xx] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [xx] OTHER *(Specify)*

Permanent Pavement Striping S.F.	$4,000
Temporary Pavement Striping S.F.	$1,600
Roadside Seed & Mulch S.F.	$ 500
Signal Controller Testing	$2,300
"OPTICOM" Testing	$1,025
State Furnished Software	$ 500
Signal Turn on	$ 500

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Potter's 6/20/83 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $509,423 Federal Funds $433,008.

A signed copy of the Title Sheet is returned herewith.

PROGRAM SECTION
MANAGER _____ PROJECT UNIT 5
JUL 1983
MAN. ASSIST. _____ PROGRAM UNIT _____
REFER TO _____
FOR _____

RECEIVED
STATE HWY ENGR
JUL 5 '83
REFER TO Potter
FOR

Info	Inv	R/D	D/A	Sig	Act	File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
6/22/83	G K Hessmer	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2, 2A	Typical Sections
2B, 2B-2	Details & Summary
2C	Stage Construction, Temporary Protection And Direction Of Traffic
2D	Pipe Data
2E	Permanent Signing
3	Plan
3A	Profile

Org. Nos.
2050, 2050A - Manholes
2077 - Curbs
2077A - Traffic Separators
2077B - Sidewalk Ramps, Driveways & Approaches
5-1, 5-3, 5-4, 5-5, 5-6, 5-7, 5-8, 5-10, 5-12, 5-12C, 5801 - Temporary & Permanent Signing
8531, 8532, 8533, 8534, 1471, 1472, 1473, 1488, 1489, 2990, 2991, 2992, 31117, 35009, 35010 - Traffic Signals

STATE OF ORE

DEPARTMENT OF TRA

STATE HIGHWAY

PLANS FOR PROPOSED P

GRADING, PAVING, SIGNING

GREENWOOD DR. N.E. – M

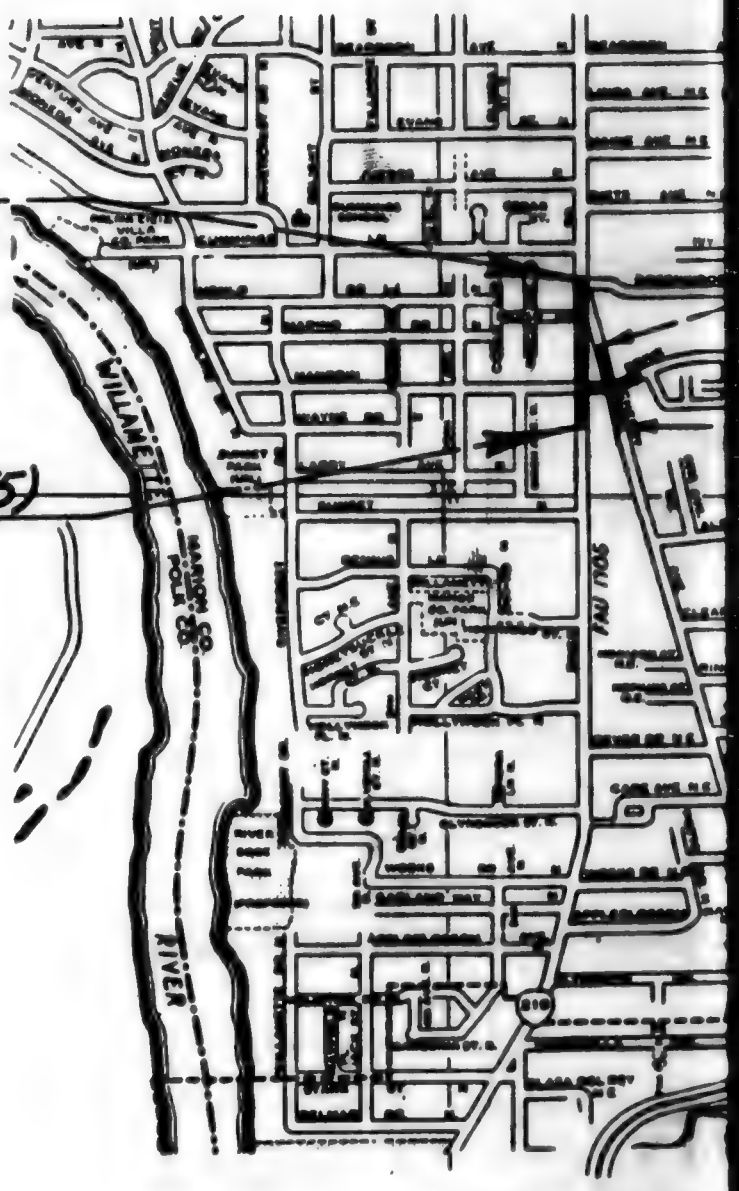
RIVER ROAD N. & CHER

MARION COUNT

JULY, 1983

END OF PROJECT IX-0000(55)
Sta. "RR" 94+40

BEGINNING OF PROJECT IX-0000(55)
Sta. "RR" 82+15



Sketch Map
Scale 0 800 1600 Fe

17V-97

TE OF OREGON *Overall Length Of Project 2.4 Miles*

T OF TRANSPORTATION

HIGHWAY DIVISION

FOR PROPOSED PROJECT

PAVING, SIGNING & SIGNALS

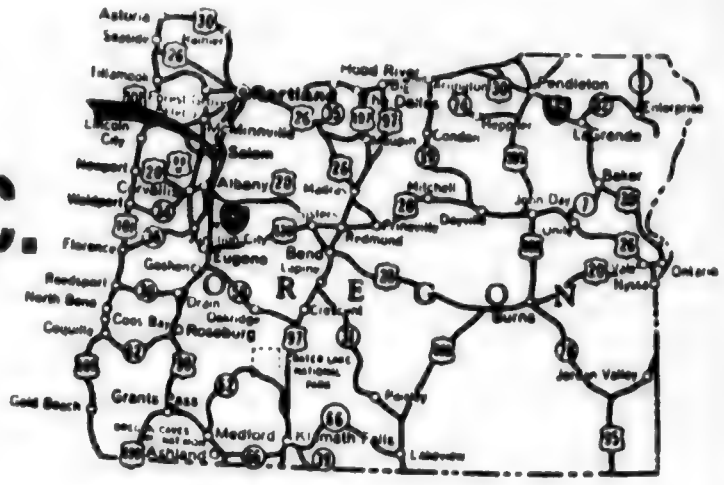
.E. – MANBRIN DR. N. SEC.

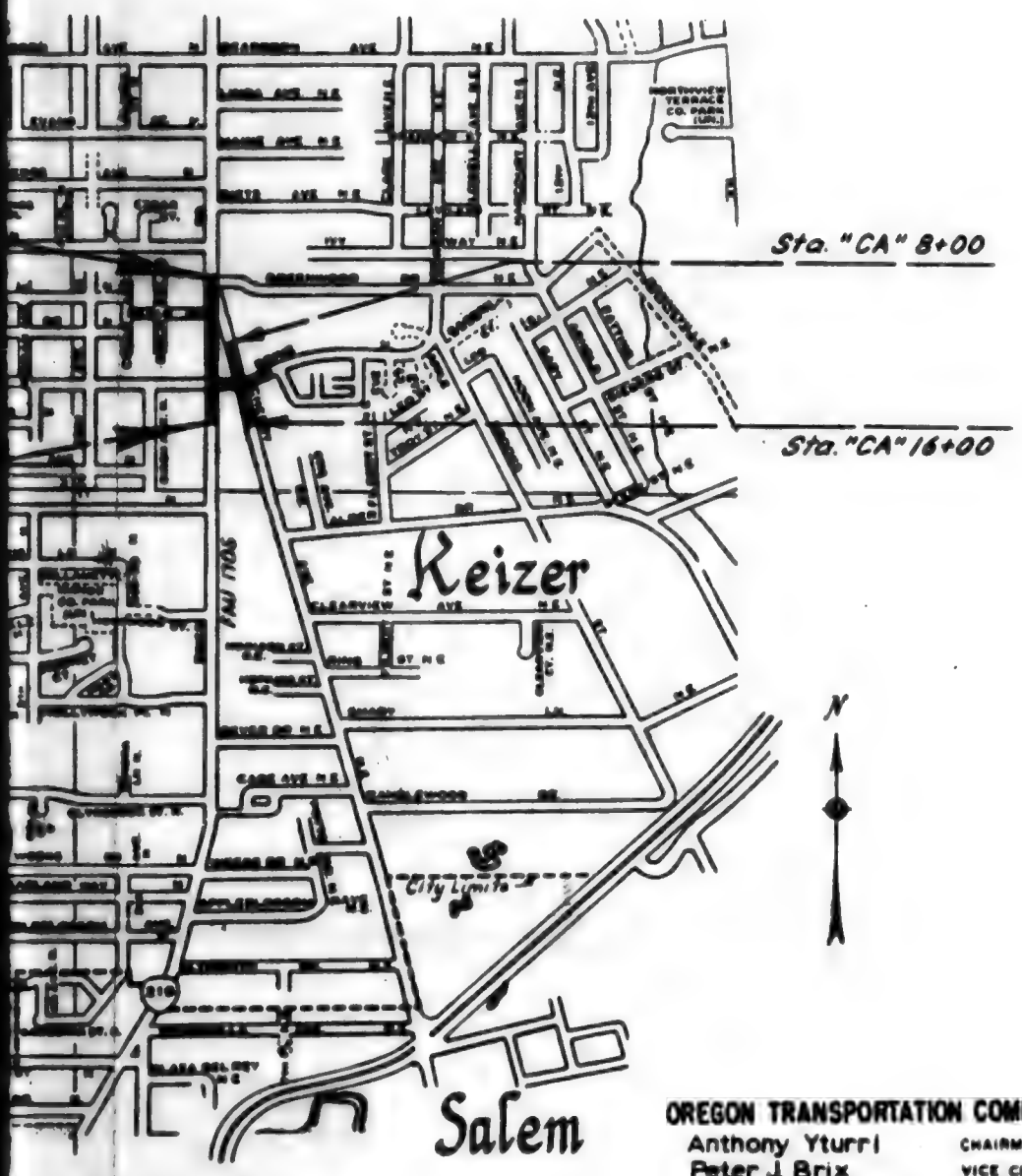
D N. & CHERRY AVE. N.E.

MARION COUNTY

JULY, 1983

GREENWOOD Dr. N.E.–MANBRIN Dr. N. Sec. RIVER ROAD N. & CHERRY AVE. N.E. MARION COUNTY				SHEET No. 1
FED ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	IM-0000(55)		See Index





Sketch Map

Scale 0 800 1600 Feet

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Peter J. Brix	VICE CHAIRMAN
Robert F. Dwyer	COMMISSIONER
N.B. Giustina	COMMISSIONER
Samuel T. Naito	COMMISSIONER
Fred D. Miller	DIRECTOR OF TRANSPORTATION

REGISTERED PROFESSIONAL ENGINEER 4070 OREGON OCT 30, 1980 H. S. COULTER

REGISTERED PROFESSIONAL ENGINEER 4883 OREGON MAY 19, 1978 EDGAR S. HUNTER

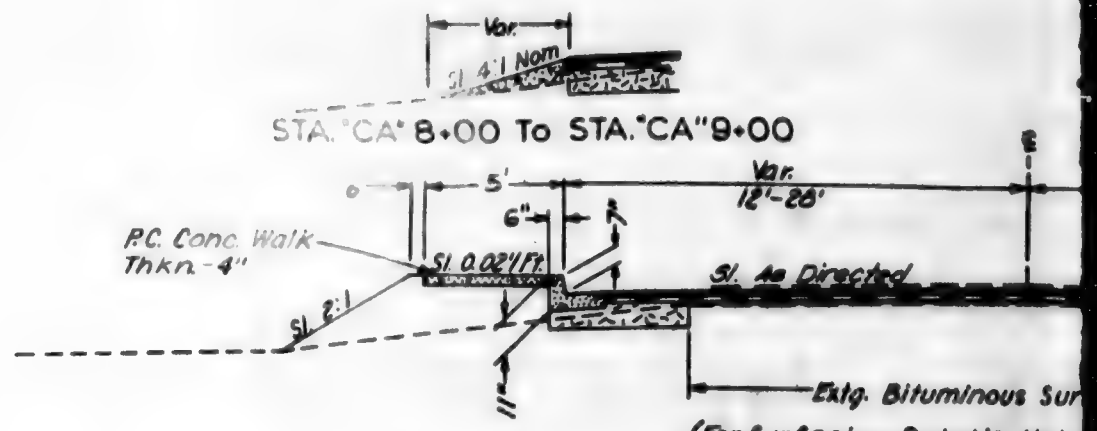
H. S. Coulter STATE HIGHWAY ENGINEER

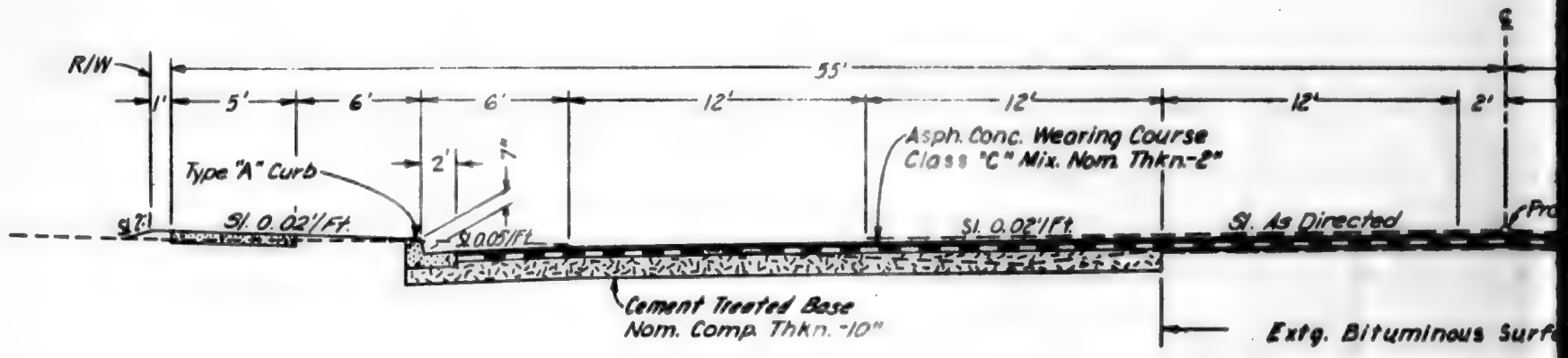
E. S. Hunter ASSISTANT STATE HIGHWAY ENGINEER

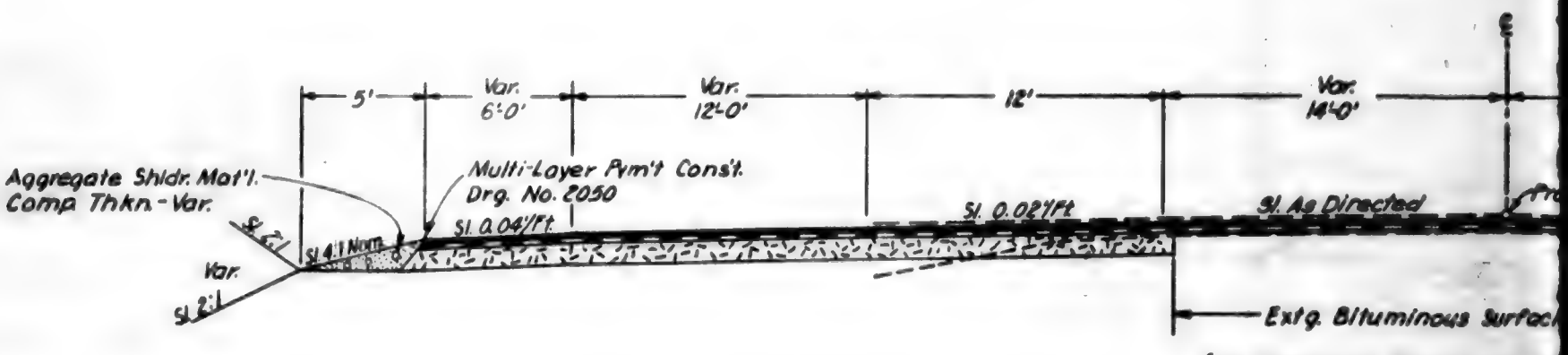
DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
APPROVED: 6/27/83
FIELD OPERATIONS ENGINEER DATE

R/W 98-21-1 & 98-16-27

T Y P I C A L S E C T





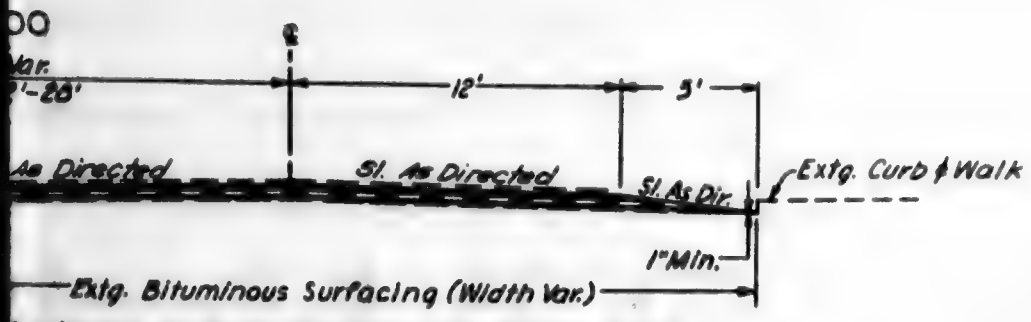


Eriksen, Keller, Wetzel

E C T I O N S

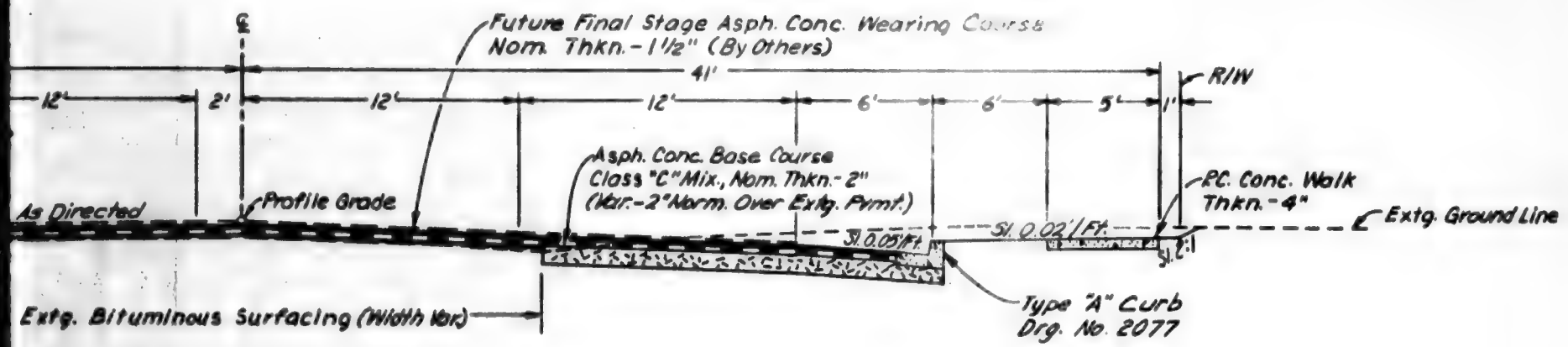
17V-97

GREENWOOD DR. N.E.-MANBRIN DR. N. SEC. RIVER ROAD N & CHERRY AVE. N.E. MARION COUNTY				SHEET No. 2
FED. ROAD Dtr. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	IX-0000(55)		See Index

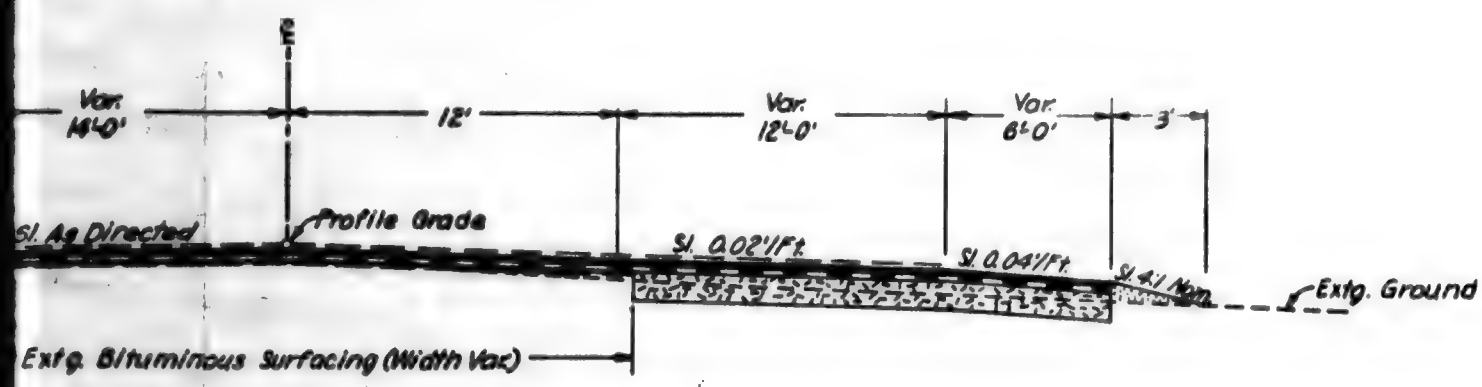


Surfacing Details Not Shown, See Section Below)

STA. "CA" 8+00 To STA. "CA" 10+95



"CA" 10+95 To STA. "CA" 13+50 (Lt.)
"CA" 10+95 To "CA" 14+00 (Rt.)



Surfacing Details Not Shown, See Section Above)

"CA" 13+50 To STA. "CA" 16+00 (Lt.)
"CA" 14+00 To "CA" 16+00 (Rt.)

7661

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

Date: July 22, 1983

PRO 6

To: Dale E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Concurrence in Award

Confirmation of your tentative concurrence as of July 20, 1983 is requested in the award of contract for the Greenwood Dr. N.E.-Manbrin Dr. N. Section, Project No. IX-0000(55).

The contractor receiving the award is Fabricators Incorporated in the amount of $389,409.55 with Contract No. 9684 assigned. This bid was received on July 14, 1983 and awarded on July 20 1983.

All right-of-way or rights-of-entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by FHPM 6-4-1-6, it will be retained in a permanent project file.

We have complied with Minority Business Enterprise requirements for Women and Minorities that are required for this contract.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility and railroad work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Federal Highway Administration endorsement

Date JUL 26 1983
I concur in the award.

for Dale E. Wilken
Division Administrator

PROGRAM SECTION
MANAGER ------- PROJECT UNIT -------
JUL 3 1983
ASST. ------- PROGRAM UNIT -------

Form 734-3122

ORDER FOR FORCE WORK

ORDER No. 4

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WORK TO BE DONE BY Marion County (State Forces or Utility, Railroad, Local Government Unit, etc.—by name) CONTRACT No. 9684

PROJECT NAME Greenwood Dr. - Manbrin Dr. N. DATE January 30, 1984

HIGHWAY N. River Road & Cherry Ave. FAP No. IX-0000(55)

COUNTY Marion PREFIX 324-1092 FUNCTION 270-04

DESCRIPTION OF WORK TO BE DONE:

Place reflective buttons along lane lines on North River Road and Cherry Avenue.

LOCATION BY STATION NUMBERS:

"RR" station 82+15 thru 94+40
"CA" stateion 8+00 thru 16+00

Effective date of authorization for work 2-15-84

ESTIMATE OF QUANTITIES & COSTS:

1.6 lane miles x $350.00/mile	=	$560.00
6 Lt. turn refuges x $40.00/each	=	$240.00
Total Cost Estimate	=	$800.00

EXPLANATION:

The City of Keizer has requested that reflective buttons be placed to supplement roadway striping. Normal button spacing will be 40'. Additional buttons will be placed to deliniate left turn refuges.

Work will be performed by Marion County forces.

Prepare a separate order for each type of force work. Submit the original as indicated below:

CONTRACT PROJECTS AND MISC: Submit original through channels to Construction Engineer in Salem. After approval copies will be sent to the Region Engineer, Resident Engineer and Highway Accounting.

TITLE II PROJECTS NOT UNDER CONTRACT: Submit original through channels to Traffic Engineer in Salem. After approval two copies will be sent to the Region Engineer and one copy to Highway Accounting.

CONTRACT PROJECTS ONLY:

Project Authorization . . . . . $_____

Present estimate of costs including work under this Force Order . . . . . $_____

Estimated Overrun / Underrun Amount . . . . . $_____

Estimated Overrun / Underrun Percent _____

SUBMITTED BY: [signature]

TITLE: Project Manager

APPROVAL RECOMMENDED: _____

TITLE: _____

APPROVAL RECOMMENDED: _____

TITLE: _____

APPROVAL RECOMMENDED: [signature]
Region Engineer

Date

APPROVED: [signature] 2-15-84
Construction or ~~Traffic~~ Engineer

DO **NOT** USE THIS FORM FOR FORCE ACCOUNT (EXTRA WORK) BY CONTRACTORS OR SUBCONTRACTORS ON CONTRACT PROJECTS.

Form 734-1105 (Rev. 1-79) SP*70890-734

Form E-572 (Rev. 10-66)

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project Greenwood Drive - Manbrin Drive Date 11-29-84

Highway River Road North at Cherry Avenue Contract No. 9684

County Marion Kind of Work Grading, Paving, Signing and Signals Contractor Fabricators

	Authorized	Estimated	
Contract Amount	$389,409.55	$397,705.22	
Anticipated Items	12,275.00	5,349.34	
	80	4,207.40	
Contingency (4½%)	18,075.18	~~4,131.16~~	
Engineering	36,151.61	78,000.00	
Credits Liquidated damages		-750.00	
		484,511.96	
PROJECT COST	455,911.96	~~484,435.72~~	
		28,600.00	
NET INCREASE		$ ~~28,523.76~~	6.25%

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)		Expected Amount	Net Change
Bid Item No. 7	Flagger (c)	$ 6,610.00	+ 2,610.00
Bid Item No.10	General Excavation (c)	16,654.16	+ 2,248.16
Bid Item No.15	Aggregate shoulders (c)	2,739.70	+ 1,739.70
Bid Item No.29	Concrete Driveways (c)	8,590.00	2,340.00
Bid Item No.33	Extra for Asphalt Driveways (c)	11,533.68	+ 9,933.68
	Engineering (c)	78,000.00	+41,849.00
E.W.O. No. 2	Adjust private utilities (u)	2,963.07	+ 2,963.07

Principal reasons for overruns (Continue on reverse side): SEE BACK SIDE

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by _____ Resident Engineer
Arvey D. Nelson

Noted by _____ For Construction ~~or~~ Bridge Engineer

Confirmed by _____ Division Engineer

Noted by _____ Deputy or State Highway Engineer

Additional flagging was required to provide traffic safety and protection of the work force.

The excavation bid item quantity was under estimated.

Additional shoulder aggregate over the plan quantity was required to satisfactorly complete work.

Added driveways and increased driveway widths requested by the County increased the concrete driveway item.

Extras for asphalt driveways overran due to driveway connections being extended beyond Right of Way line, to ease grade transition.

The engineering overrun was created basically by the project itself, which by the nature of the work, the conditions under which the work was performed and by special provision requirements, demanded an excessive engineering response.

Extra Work Order No. 2, to adjust private utilities, was not covered by contract provisions. The private utilities with-in the new Right of Way purchase required relocating.

STATE OF OREGON
Highway Construction 378-6318

INTEROFFICE MEMO
FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: January 9, 1985

FROM: O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Greenwood Drive-Manbrin Drive Section
River Road North Highway, Marion County
Contract No. 9684

This Interstate Transfer project has been completed and it is now apparent that the final cost will exceed the project authorization by $28,600 or six percent.

Additional work was necessary in order to provide adequate and convenient access for local property owners by constructing additional driveways, widening driveways and extending driveways for improved approach grades. Together, these items added more than $12,000 to the cost of the project.

Adjustment of private utilities located within newly acquired right of way was required, but funds were not provided in the project authorization. This extra work added nearly $3,000 to the cost of the project. There were also minor overruns in general excavation, aggregate shoulders and flagging which together added approximately $6,000 to project costs.

The cost of construction engineering overran by a considerable margin due to the complex nature of the project in an urban setting, the modifications required to properly construct the project and the additional engineering response required to properly monitor, inspect and document the added work. This overrun of engineering costs is partially offset by liquidated damages assessed for late completion of the work by the contractor.

There are sufficient funds available in the category of work and all the increase, except $17,000, is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $28,600.00. Also Attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:mk

Attach.

cc: William Anhorn
B. M. Walton
Arvey Nelson
W. F. Cobine ✓

PROGRAM SECTION
MANAGER ____ RESOURCE UNIT ____
FA UNIT ____ PROGRAM UNIT ____
JAN 11 1985
REFER TO ____
R/D ____ ACT ____ REPLY ____
DISC ____ INFO ____ FILE ____

81-128-1387

9631

This is to certify that on Greenwood Dr. - Manbrin Dr. Section

Highway River Rd. N. @ Cherry Ave. Prefix 324-1092

Contract No. 9684 County Marion F.A.No. IX-0000(55)

all State Force Orders were completed in accordance with the applicable plans and specifications.

S.F.O. No.	Description	Date Started	Date Completed
1	Permanent & Temp. Striping	4/1/83	11/1/83
2	State Furnished Software	12/15/83	1/11/84
3	Signal Controller Testing "OPTICOM" Testing and Turn on	12/15/83	3/21/84
4	Place Reflective Buttons	2/4/84	2/4/84

PROGRAM SECTION
MANAGER ____ RESOURCE UNIT ____
FA UNIT ____ PROGRAM UNIT ____
JAN 24 1985
REFER TO ____
R/D ____ ACT ____ REPLY ____
DISC ____ INFO ____ FILE ____

11/30/84
Date

Arvey D. Nelson
Project Manager

cc. Traffic
Program Management
Contract Payments
Region II

9654

011

HIGHWAY DIVISION

ORDER FOR FORCE WORK

WORK TO BE DONE BY: (State Forces or Utility, Railroad, Local Government Unit, etc. — by name)		("SFO") ORDER NO.
Marion County		5
PROJECT NAME (SECTION)		CONTRACT NO.
Greenwood Dr. - Manbrin Dr. N.		9684
HIGHWAY	COUNTY	ACTIVITY OR OBJECT DETAIL CODE
River Road N. & Cherry Ave	Marion	144
		F.A. PROJECT NO.
		IX-0000(55)

DESCRIPTION AND LOCATION OF WORK TO BE DONE:

Traffic Signal Maintenance

ESTIMATE OF QUANTITIES AND COSTS:

Lump Sum $749.25

Effective date of authorization for work 9-21-84

EXPLANATION:

Reimburse Marion County for signal maintenance costs incurred during the interim of completion of contract work by the Contractor and the acceptance of signals by the City of Keizer.

SUBMITTED BY	DATE	APPROVAL RECOMMENDED OR APPROVED BY REGION	DATE
TITLE Project Manager	11-7-86	Kenneth S Huntley	11/13/86
APPROVAL RECOMMENDED BY	DATE	NOTED OR APPROVED BY CONSTRUCTION OR TRAFFIC	DATE
TITLE			NOV 14 1986

CONTRACT PROJECTS —
Prepare a separate order for each type of force work. Submit original through channels to the Construction Engineer. Approved copies will be distributed to the Region, Project Manager, Highway Accounting and to others as appropriate.
DO NOT USE THIS FORM FOR FORCE ACCOUNT WORK BY CONTRACTORS.

TITLE II PROJECTS NOT UNDER CONTRACT —
Prepare a separate order for each type of force work. Submit original through channels to the Traffic Engineer. Approved copies will be distributed to the Region, Highway Accounting and to others as appropriate.

930

9621 P

12-22-86

011

HIGHWAY DIVISION

ORDER FOR FORCE WORK

WORK TO BE DONE BY: (State Forces or Utility, Railroad, Local Government Unit, etc. — by name)		("SFO") ORDER NO.
State Forces		6
PROJECT NAME (SECTION)		CONTRACT NO.
Greenwood Dr. & Manbrin Dr. N.		9684
HIGHWAY	COUNTY	ACTIVITY OR OBJECT DETAIL CODE
City Street Manbrin Dr. N.	Marion	983
		F.A. PROJECT NO.
		IX-0000(55)

DESCRIPTION AND LOCATION OF WORK TO BE DONE:

Monumentation of Right of Way Centerline

ESTIMATE OF QUANTITIES AND COSTS:

Lump Sum & 2,000.00

Effective date for work 12-18-86

DRL

EXPLANATION:

Right of Way monumentation for this contract is being performed by State Forces as a part of the construction engineering.

SUBMITTED BY	DATE	APPROVAL RECOMMENDED OR ~~APPROVED BY REGION~~	DATE
TITLE Project Manager	12-18-86	Kenneth E Hudson	12/22/86
APPROVAL RECOMMENDED BY	DATE	NOTED OR APPROVED BY CONSTRUCTION OR TRAFFIC	DATE
TITLE		Harold Kinser	DEC 29 1986

CONTRACT PROJECTS —
Prepare a seperate order for each type of force work. Submit original through channels to the Construction Engineer. Approved copies will be distributed to the Region, Project Manager, Highway Accounting and to others as appropriate.
DO NOT USE THIS FORM FOR FORCE ACCOUNT WORK BY CONTRACTORS.

TITLE I PROJECTS NOT UNDER CONTRACT —
Prepare a seperate order for each type of force work. Submit original through channels to the Traffic Engineer. Approved copies will be distributed to the Region, Highway Accounting and to others as appropriate.

945

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12,1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO (INSERT OFFICIAL OR DEPOSITARY NAMED IN PROJECT)

Treasurer of the State of Oregon

ADDRESS

Capitol Building
Salem

PAID BY

(For use of Paying Office)

STATE

Oregon 97310

VOUCHER TYPE *(Check Appropriate Block)*

		CURRENT BILLING	
VOUCHER PERIOD FROM 02 01 85		OTHER PROGRESS	FEDERAL AID PROJECT NO. IX 0000(55)
TO 01 31 86	X	FINAL VOUCHER (*)	

(*) Use Form FHWA - 1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117)

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO - RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
483,271.31 9,716.52	460,688.24 9,716.52	85.00 85.00	391,585.00 8,259.04	391,585.00 8,259.04	
492,987.83	470,404.76		399,844.04	399,844.04	-0-

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements ; applicable State and Federal laws or regulations; and that no claim has been previously submitted for costs claimed.

STATE HIGHWAY AGENCY	DATE	SIGNATURE OF AUTHORIZED OFFICIAL
Oregon	4/17/91	Robert E Wentzel ASSISTANT CONTROLLER

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED
$0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR -20 REV 5-78

GREENWOOD DR. N.E.-MANBRIN DR. N. SECTION
RIVER RD. N.-CHARRY AVE. N.E.
MARION COUNTY

CONSTRUCTION
TYPE CODE I000
ROADWAY

FINAL CONTRACT PAYMENT SUMMARY	LUMP SUM	$173,612.19
SFO 1 Permanent Striping (State)	All Required	566.55
SFO 4 Reflective Buttons (Marion Co.)	All Required	386.21
SFO 6 Right of Way (State)	All Required	1,644.84
TOTAL		$176,209.79

TYPE CODE Y008
CHANNELIZATION

FINAL CONTRACT PAYMENT SUMMARY	LUMP SUM	$166,803.87
TOTAL		$166,803.87

TYPE CODE Y031
SIGNALS

FINAL CONTRACT PAYMENT SUMMARY	LUMP SUM	$ 61,674.00
SFO 2 State Furn. Softrware Program	All Required	509.96
SFO 3 Signal Turn-On (State)	All Required	3,850.00
TOTAL		$ 66,033.96

CONSTRUCTION ENGINEERING

STATE	ALL REQUIRED	$ 60,743.31
Marion County	All Required	613.83
TOTAL ENGINEERING COST		$ 61,357.14

TOTAL PARTICIPATING PROJECT COST $470,404.76

NON-PARTICIPATING PROJECT COST

SFO 5 Traffic Signal Maint. (Marion Co)	All Required	$ 749.25
Interest on Contract Payment	All Required	721.03
Construction Engineering	All Required	21,112.79
TOTAL NON PARTICIPATING PROJECT COST		$ 22,583.07
TOTAL PROJECT COSTS		$492,987.83

REQUIRED AUDITS CONDUCTED, ANY NECESSARY ADJUSTMENTS HAVE BEEN MADE.

IX-0000(55)

1983	Wallowa River (Stein) Bridge, Diamond Prairie Rd. and structure)	9685 (grading,

9685

HIGHWAY DIVISION

HIGHWAY DIVISION INVOICE

YOUR ORDER NUMBER	BILLING REQ. NUMBER	AGENCY	CURRENT DOCUMENT NUMBER
	CA 5882	02	145936
		DATE	VENDOR NUMBER
		9-28-87	0001023372-00

Wallowa County
Wallowa County Courthouse
Enterprise, Oregon 97838

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
434 TRANSPORTATION BUILDING
SALEM OR 97310-0780

T.C.	E.A. SUB JOB	SPECD	ORG. UNIT	OBJ DTL	ACT.	REVENUE SOURCE	AGY. SRC.	AMOUNT
617	C09685-011	L02	8056			844010	10	$ 515.45

PROG	APP SYM	FUND CODE	FUND DETAIL	FUND SOURCE

DESCRIPTION:

Final Settlement
RS B636 (1 & 2)
Wallowa River (Stein Bridge) Section

See Attached Itemized Statement

Amount Due

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
OCT 01 1987
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

TOTAL PRICE

$ 515.45

GL 1140

SPECIAL INSTRUCTIONS (FOR ACCOUNTING USE ONLY)

TOTAL AMOUNT DUE $ 515.45

734-1150 (11-86)

IF YOU HAVE QUESTIONS ABOUT THIS INVOICE PLEASE CONTACT: Mike Shutty 378-6514 Anne Hernandez (INVOICE PREPARER) PH. 378-5034

4685

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS — DATE: July 14, 1987

COUNTY: Wallowa AGREEMENT NO: 7652 PROJECT NO: BRS-B636(1&2)

CONTRACT NO: 9685 SECTION: Wallowa River (Stein) Bridge

PRELIMINARY ENGINEERING PREFIX C532-1902:

	PARTICIPATING	NON PARTICIPATING
Project Manager	$ 5,170.58	$ 1.93
Final Design	1,893.34	
R/W Liaison	255.12	
Location	404.63	
Program Section	182.59	
Administrative Services	41.84	
Environmental Section	348.14	
Structural Foundations	5,145.10	
Free Bridge Design	5,301.94	
Free Plans & Specs	1,506.39	
Surfacing Design	133.92	
Hydraulics	1,842.32	
Total P.E. Cost	$ 22,225.91	$ 1.93
Less Free Br. Design & Specs	6,808.33	-0-
	$ 15,417.58	$ 1.93

CONSTRUCTION PREFIX C532-1054:

Payment to Contractor	$ 118,656.40	$
Field Engineering	8,160.10	
Program Section	53.97	
Materials Testing	2,486.82	
Technical Services	230.19	
Construction Branch	306.45	
Region Engineer's Office	357.21	
Accounting	498.88	
Total Construction Cost	$ 130,750.02	$ -0-

SUMMARY

Participating P.E. Cost	$ 15,417.58
Participating Const. Cost	130,750.02
Total Participating Cost	$ 146,167.60

FEDERAL FUNDS

P.E. (80%)	$ 12,334.06	
Const. (80%)	104,600.02	(116,934.08)
Subtotal		$ 29,233.52
Plus Non Participating County Cost		1.93
Less County's Advance Deposits:		
P.E. AD #82-19	$ 2,970	
Const. AD #83-56	25,750	(28,720.00)
Balance Due from County		$ 515.45

MKS:bkb

9685

JOB COST SUMMARY RUN ON
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 06/20/87

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE
--	------	--------	----------	------	-----	-------	----------
C09685	011			8056			130,750.02 ***
OBJ-DETAIL							130,750.02
ACTIVITY							130,750.02 SUBTO
SUB-JOB	011 SUBTOTAL						130,750.02
EA	C09685 TOTAL						130,750.02

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

N ON
IL CREW-NUMBER
LOADED
06/20/87

D	CURRENT MONTH	BALANCE TO DATE	
-	-------	----------	
		130,750.02	***
		130,750.02	
		130,750.02	SUBTOTAL
		130,750.02	
		130,750.02	

S

965

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

7-27-87

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building, Salem, OR 97310

STATE: Oregon	FEDERAL AID PROJECT NO.: BRS-B636(2)
PROGRAM APPROVED	VOUCHER PERIOD From: 6/22/83 To: 6/11/84

FINANCIAL DATA

	TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
114	130,750.02	130,750.02	80%	104,600.02	104,600.02	-0-

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

Oregon *State Highway Agency*

By Controller *Authorized Officer* 4/24/87 *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $

Amount Approved $

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	WALLOWA RIVER (STEIN) BRIDGE SECTION DIAMOND PRAIRIE COUNTY ROAD WALLOWA COUNTY					
	Construction Type Code X080 Structure, Bridge No. 63C38 (Sta. 8+00 to Sta. 11+65)					
	Final Contract Payment Summary	Lump Sum			$118,656.40	
	Construction Engineering					
	State	All Required			$ 12,093.62	
	TOTAL PARTICIPATING PROJECT COST				**$130,750.02**	
	Prepared based on Participating Cost as shown on the Federal Billing as of 4/09/87.					

AMOUNT CARRIED FORWARD

FEDERAL APPROPRIATION: 114

AGREEMENT EA/SUBJOB	TOTAL COSTS TO DATE	AMOUNT PREV CLAIMED	--PARTICIPATION-- AMOUNT	PERCENT	AGREEMENT AMOUNT	FEDERAL SHARE	-ADJUSTMENT- AMOUNT	CODE	VOUCHER AMOUNT
FEDERAL PROJECT: BRS -B573-002									
F03097									
AGREEMENT TOTALS	12,548.44	10,025.64	12,532.05	80.00	10,025.64	10,025.64	.00		.00
FED PROJ TOTALS	12,548.44	10,025.64	12,532.05		10,025.64	10,025.64	.00		.00
FEDERAL PROJECT: BRS -B573-003									
F03068									
C09863 -000	4,975.86	310.99	4,975.86						
C09863 -001	82.33	.00	.00						
C09863 -010	1,586.20	.00	.00						
C09863 -011	96,294.52	80,705.31	96,294.52						
AGREEMENT TOTALS	102,938.91	81,016.30	101,270.38	80.00	81,016.30	81,016.30	.00		.00
FED PROJ TOTALS	102,938.91	81,016.30	101,270.38		81,016.30	81,016.30	.00		.00
FEDERAL PROJECT: BRS -B619-004									
F03101									
C09844 -000	8,035.24	188.72	8,035.24						
C09844 -001	265.69	.00	.00						
C09844 -010	207.24	.00	.00						
C09844 -011	249,548.66	205,878.40	249,548.66						
AGREEMENT TOTALS	258,056.83	206,067.12	257,583.90	80.00	206,067.12	206,067.12	.00		.00
FED PROJ TOTALS	258,056.83	206,067.12	257,583.90		206,067.12	206,067.12	.00		.00
FEDERAL PROJECT: BRS -B636-002									
F03104									
C09685 -011	130,750.02	104,600.02	130,750.02						
AGREEMENT TOTALS	130,750.02	104,600.02	130,750.02	80.00	104,600.02	104,600.02	.00		.00
FED PROJ TOTALS	130,750.02	104,600.02	130,750.02		104,600.02	104,600.02	.00		.00
FEDERAL PROJECT: BRS -0114-005									
F01257									

DESCRIPTION		PREFIX	FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE BEG	YRS END
	531	1021	920	00	P	1	.11CR	23.63	42.68	84	85
	531	1021	940	00	P	1		5,330.20	5,330.20	84	85
	531	1021	942	00	P	1	8.31CR	2,079.26	2,079.26	84	85
	531	1021	944	00	P	1	2.84CR	836.48	939.59	84	85
	531	1021	945	00	P	1	381.99	453.58	453.58	84	85
	531	1021	946	00	P	1	2.84CR	758.68	758.68	84	85
	531	1021	948	00	P	1	.09CR	19.88	19.88	84	85
	531	1021	950	00	P	1			71.30	84	84
			TOT		P	1	2,081.16	251,232.57	251,528.80		
			TOT		N	1		207.24	207.24		
			** JOB TOTALS **				2,081.16 **	251,439.81 **	251,736.04 **		
WALLOWA R(STEIN)BRIDGE	CONT NO 9685		FA PROJ NOS BRS B636002 100								STATE
	532	1054	201	00	P	1		1,857.10CR	118,656.40	83	84
	532	1054	204	00	P	1		1,200.00		83	84
	532	1054	296	00	N	9		588.86CR	104,599.86CR	83	85
	532	1054	298	00	N	9		588.86	104,599.86	83	85
	532	1054	900	00	P	1	.26	26.68	8,160.10	83	85
	532	1054	920	00	P	1	.07CR	15.75	53.97	84	85
	532	1054	940	00	P	1			1,517.39	83	84
	532	1054	941	00	P	1			754.28	83	84
	532	1054	942	00	P	1			215.15	83	84
	532	1054	944	00	P	1			230.19	83	84
	532	1054	945	00	P	1			306.45	83	84
	532	1054	946	00	P	1			357.21	83	84
	532	1054	948	00	P	1			498.88	83	84
			TOT		P	1	.19	614.67CR	130,750.02		
			** JOB TOTALS **				.19 **	614.67CR**	130,750.02 **		
WHITE RIVER BRIDGE	CONT NO 9670		X FA PROJ NOS BRS B407002 100								STATE
	533	1033	201	00	P	1		248.55	162,919.59	83	84
	533	1033	204	00	P	1		2,000.00		83	84
	533	1033	206	00	N	1		37.10	37.10	84	84
	533	1033	296	00	N	9		3,303.99CR	188,313.65CR	83	85
	533	1033	297	00	N	9		988.63	37,888.63	83	85
	533	1033	298	00	N	9		2,315.36	150,425.02	83	84
	533	1033	900	00	P	1		9.00	18,022.81	83	84
	533	1033	900	00	N	1			245.27	83	84
	533	1033	915	00	P	1		580.02	580.02	84	84
	533	1033	920	00	P	1			35.59	83	83
	533	1033	940	00	P	1		17.51	2,760.38	83	84
	533	1033	941	00	P	1			157.62	83	83
	533	1033	942	00	P	1			1,455.53	83	83
	533	1033	944	00	P	1			721.47	83	84
	533	1033	945	00	P	1			267.07	83	84
	533	1033	946	00	P	1			939.34	83	83
	533	1033	948	00	P	1			171.86	83	83

9685

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 8-47	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
PROJECT REPORT NUMBER		County Wallowa
MODIFICATION NUMBER 1		Project Number BRS-8636(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 5 , 19 83 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 130,014	$ 133,663
Federal funds	$ 104,011	$ 106,930
Other revisions		

This modification is made for the following reasons: to include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 3rd day of August , 19 84 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

XXX By For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Hilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JULY 31, 1984

FEDERAL AID PROJECT NO. BRS-B636(2)

WALLOWA RIVER (STEIN) BRIDGE
DIAMOND PRAIRIE COUNTY ROAD
WALLOWA COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE X080
STRUCTURE, BRIDGE NO. 63C38 (STA. 8+00 to STA. 11+65)

Subtotal from Project Agreement Estimate of September 6, 1983 — $ 113,056.00

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
General Excavation	$ 8.00	689	$ 5,512.00	983.1	$ 7,864.80
Toe Trench Excavation	3.00	382	1,146.00	814.3	2,442.90
		Subtotals	$ 6,658.00		$ 10,307.70

Increase	$ 3,649.70
Subtotal	$ 116,705.70
Engineering	14,457.30
(Construction Survey Work)	1,500.00
(Extra Survey Construction Costs)	1,000.00
Total	$ 133,663.00

Length of Project — 0.011 mi.

Federal Funds (80%)	$ 106,930
County Funds	26,733.00
Total	$ 133,663.00

Group 1 100%
Contract No. 9685
Prefix: 532-1902
Prefix: 532-1054
WH:bkb

OMB No. 04-R2089

TO BE COMPLETED BY FHWA	U. S. DEPARTMENT OF TRANSPORTATION	State
MONTHLY TRANSACTION NO. 10-24	FEDERAL HIGHWAY ADMINISTRATION	Oregon
	FEDERAL-AID PROJECT AGREEMENT	County Wallowa
		Project No. BRS-B636(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Wallowa River (Stein) Bridge

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-22-83	0.011
OTHER *(Specify)*		

FUNDS PRO RATA 80.0%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 130,014.00	$ 104,011.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By [signature]

Manager, Program Section
(Title)

By For: H.S. Coulter, P.E.
XXXX

State Highway Engineer
(Title)

By _____

_____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator MAY 5 1983

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

9685

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

9685

REGION NO.	REPORT NO.	COUNTY	DIVISION
10		Wallowa	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
June 1, 1984	C. O. Fredrickson, Construction Engineer		BRS-B636(2)
COMPLETION DATE (Actual)	**ACCEPTANCE DATE BY CONRTACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
Nov. 7, 1933	March 20, 1984	81 %	97 CD

LOCATION

Wallowa River (Stein) Bridge Section of FAS B636 (Diamond Priarie Rd.) near Enterprise.

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

RECEIVED
STATE HWY ENGR
JUN 12 '84
REFER TO
Fredrickson
FOR
Info | Invest | R/D | D/R | Sign | Act | File

1. Description of Improvement as Programed:

   A. Grading and surfacing of approach roadway.

   B. Construction of Bridge No. 16610 over the Wallowa River. Length: 60 feet. Roadway Width: 28 feet.

   C. Performance of such additional and incidental work as is called for by the specifications and plans.

2. Contractor's Name: Weaver Construction Co.

3. Contract Amount: $112,556.00

4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

Signature (SHD Official) C. O. Fredrickson

Title Construction Engineer

NOTED
W. E. SCHWARTZ

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Signed Agreement by D. B. Carter Area Engr. D. B. Carter		SIGNATURE C. K. Hossner	
TITLE Area Engineer	DATE 6/11/84	TITLE Field Operations Engineer	DATE 6/11/84

FORM FHWA 1446B (Rev. 2-84) PREVIOUS EDITIONS MAY BE USED.

9685

April 5, 1984

United Pacific Insurance Co.
PO Box 7427
Boise, ID 83707

CON 5
#9685

Gentlemen or Ladies:

On March 28, 1984, we wrote to you concerning release of final payment on Contract No. 9685 awarded to Weaver Construction Company for work on the Wallowa River (Stein) Bridge Section of FAS-B636 (Diamond Prairie Road) in Wallowa County.

The total contract amount is $118,656.40 including $2,938.40 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm

cc: Weaver Construction Company
PO Box 588
Union, OR 97883

United Pacific Insurance Co.
Bond Department
33405 8th Avenue So. C-3000
Federal Way, WA 98003

bc: C. O. Fredrickson
Walt Hart
Robert D. Hector

9685

CONTRACT PAYMENT VOUCHER - COVER SHEET

OREGON STATE HIGHWAY DIVISION

PAYEE

WEAVER CONSTRUCTION CO PO BOX 588 UNION OR 97883	VOUCHER DATE 3-21-84	TOTAL AMOUNT $<657.10>

CONTRACT NO. 9685	ESTIMATE NO. 5 FINAL	APPROVED: Designated Authority
PERIOD COVERED: TO 11-7-83		

FINAL OR POST FINAL VOUCHERS ONLY

CONTRACTORS CERTIFICATE

I, _____ (Name) CERTIFY THAT I AM _____ (Capacity)

FOR _____ (Firm or Corp.) THAT I HAVE KNOWLEDGE OF THE WITHIN DESCRIBED AND ATTACHED CLAIM; THAT THE FOREGOING ACCOUNT IS CORRECT AND JUST; THAT THE WORK WAS ACTUALLY PERFORMED AND MATERIAL FURNISHED AS THEREIN CHARGED; AND THAT THERE IS DUE ME FROM THE STATE OF OREGON THE AMOUNT INDICATED HEREON; FURTHER, THAT WHERE FORCE ACCOUNT WORK IS CHARGED, ANY CONTRIBUTIONS TO THE EMPLOYE'S BENEFIT FUNDS REQUIRED BY AGREEMENTS BETWEEN THE EMPLOYER'S ASSOCIATIONS AND THE EMPLOYE'S UNIONS HAVE BEEN PAID; FURTHER THAT NO PORTION OF THIS BILL HAS BEEN PREVIOUSLY PAID.

_____
Contractor's Signature

Executing the final voucher does not waive your right to submit additional claim(s) as defined in Sec.109.15, Standard Specifications for Highway Construction.	If the Contractor has elected to have retainage deposited in an interest-bearing account, per ORS279.420, accumulated interest will be paid in conjunction with the final warrant when issued. Administrative costs will also be deducted at this time for retainage deposits, or securities deposited in lieu of retainage.

Payment of accounts incurred by the State Highway Division authorized by ORS 366.435.

Form 734-1020X (Rev. 8-81)

CONTRACT # 9685 EST 005

532 1054	201(41)	1	P	1,857.10-	
	GROUP TOTAL CONTRACT ITEMS		P		1,857.10-
	GRAND TOTAL CONTRACT ITEMS				1,857.10-
532 1054	204(41)				

BRS-B636(2)

CONTRACT PAYMENT VOUCHER

OREGON STATE HIGHWAY DIVISION

FORM 734-1020 (REV. 7-78)

COUNTY: WALLOWA

CONTRACT NO.: 9685 | ESTIMATE NO.: 5

PREFIX NO'S.:

HIGHWAY: FAS 8636 (DIAMOND PRAIRIE ROAD)

FEDERAL AID PROJECT NO.: BRSB0636002

SECTION: WALLOWA RIVER (STEIN) BRIDGE

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESEN
001	1P MOBILIZATION	LUMP SUM	8000.0000	100.000	8000.00	8000.00	
002	1P TEMPORARY PROTECTION AND DIR OF TRAFFIC	LUMP SUM	500.0000	100.000	500.00	500.00	
003	1P TEMPORARY SIGNS	SQ FT	10.0000	86.500	865.00	915.00	
004	1P TEMPORARY BARRICADES	EACH	100.0000	4.000	400.00	400.00	
005	1P CONSTRUCTION SURVEY WORK	LUMP SUM	1500.0000	100.000	1500.00	1500.00	
006	1P GENERAL EXCAVATION	CU YD	8.0000	983.100	7864.80	7864.80	
007	1P TOE TRENCH EXCAVATION	CU YD	3.0000	811.800	2435.40	2442.90	
010	1P GUARD RAIL TYPE 2A	LIN FT	20.0000	100.000	2000.00	2000.00	
011	1P GUARD RAIL TYPE 3	LIN FT	30.0000	100.000	3000.00	3000.00	
012	1P GUARD RAIL ANCHORS TYPE 1	EACH	300.0000	4.000	1200.00	1200.00	
013	1P RAIL END PIECES TYPE C	EACH	80.0000	4.000	320.00	320.00	
014	1P LOOSE RIPRAP CLASS 700	CU YD	12.0000	684.800	8217.60	10021.20	
015	1P FILTER BLANKET	CU YD	10.0000	42.400	424.00	424.00	
016	1P FILTER FABRIC	SQ YD	1.0000	486.700	486.70	486.70	
017	1P BRIDGE REMOVAL WORK	LUMP SUM	10114.0000	100.000	10114.00	10114.00	
018	1P STRUCTURE EXCAVATION	CU YD	10.0000	191.200	1912.00	1908.00	
020	1P STRUCTURAL CONCRETE CLASS 3300	LUMP SUM	15000.0000	100.000	15000.00	15000.00	
021	1P 4'X60'/65' PRESTRESSED SLABS	EACH	4800.0000	7.000	33600.00	33600.00	
022	1P REINFORCEMENT	LUMP SUM	6000.0000	100.000	6000.00	6000.00	
023	1P METAL RAIL WITH TUBING	LIN FT	40.0000	137.500	5500.00	5500.00	
	PRICE AGREEMENT ITEMS						
3001A	1P AGGR SUBBASE 12" THICK	SQ YD	5.5000	867.000	4768.50	4768.50	
3001B	1P AGGR BASE 4" THICK	SQ YD	2.0000	805.000	1610.00	1610.00	
	FORCE ACCOUNT ITEMS						
801	1P ADJ IRRIG FACILITY 94002				2938.40	2938.40	

DATE: 03 21 84 PG. 01 9685	TOTAL CONTRACT ITEMS
PREVIOUS VOUCHER NO.	% RETAINED ON CONTRACT ITEMS
CHECKED BY:	FORCE ACCOUNT
ENGINEER OR AUDITOR	TOTAL PAYMENTS

AYMENT VOUCHER

TE HIGHWAY DIVISION

COUNTY: WALLOWA

CONTRACT NO.: 9685

ESTIMATE NO.: 5

PREFIX NO'S.:

HIGHWAY: FAS 8636 (DIAMOND PRAIRIE ROAD)

FEDERAL AID PROJECT NO.: BRSB0636002

SECTION: WALLOWA RIVER (STEIN) BRIDGE

ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
ZATION		LUMP SUM	8000.0000	100.000	8000.00	8000.00	
ARY PROTECTION AND DIR OF TRAFFIC		LUMP SUM	500.0000	100.000	500.00	500.00	
ARY SIGNS		SQ FT	10.0000	86.500	865.00	915.00	50.00-
ARY BARRICADES		EACH	100.0000	4.000	400.00	400.00	
UCTION SURVEY WORK		LUMP SUM	1500.0000	100.000	1500.00	1500.00	
L EXCAVATION		CU YD	8.0000	983.100	7864.80	7864.80	
ENCH EXCAVATION		CU YD	3.0000	811.800	2435.40	2442.90	7.50-
RAIL TYPE 2A		LIN FT	20.0000	100.000	2000.00	2000.00	
RAIL TYPE 3		LIN FT	30.0000	100.000	3000.00	3000.00	
RAIL ANCHORS	TYPE 1	EACH	300.0000	4.000	1200.00	1200.00	
ND PIECES	TYPE C	EACH	80.0000	4.000	320.00	320.00	
RIPRAP CLASS 700		CU YD	12.0000	684.800	8217.60	10021.20	1803.60-
BLANKET		CU YD	10.0000	42.400	424.00	424.00	
FABRIC		SQ YD	1.0000	486.700	486.70	486.70	
REMOVAL WORK		LUMP SUM	10114.0000	100.000	10114.00	10114.00	
URE EXCAVATION		CU YD	10.0000	191.200	1912.00	1908.00	4.00
URAL CONCRETE	CLASS 3300	LUMP SUM	15000.0000	100.000	15000.00	15000.00	
/65' PRESTRESSED	SLABS	EACH	4800.0000	7.000	33600.00	33600.00	
RCEMENT		LUMP SUM	6000.0000	100.000	6000.00	6000.00	
RAIL WITH TUBING		LIN FT	40.0000	137.500	5500.00	5500.00	
E AGREEMENT ITEMS							
UBBASE 12" THICK		SQ YD	5.5000	867.000	4768.50	4768.50	
ASE 4" THICK		SQ YD	2.0000	805.000	1610.00	1610.00	
E ACCOUNT ITEMS							
RIG FACILITY	94002				2938.40	2938.40	

PO. 01 9685	TOTAL CONTRACT ITEMS	
	% RETAINED ON CONTRACT ITEMS	
	FORCE ACCOUNT	
	TOTAL PAYMENTS	

CONTRACT PAYMENT VOUCHER

OREGON STATE HIGHWAY DIVISION

FORM 734-1020 (REV. 7-78)

COUNTY	CONTRACT NO. 9685	ESTIMATE NO. 5	PREFIX NO'S.
HIGHWAY	FEDERAL AID PROJECT NO.		
SECTION			

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRES
	Type Code "P" Construction Cost						
	X080 $ 118,656.40						

GROSS RETAINAGE				
TREASURER DEPOSIT				
* NET RETAINAGE				
	TOTAL CONTRACT ITEMS	115718.00	117575.10	
LS	% RETAINED ON CONTRACT ITEMS		1,200.00	1,200
	FORCE ACCOUNT	2938.40	2938.40	
	TOTAL PAYMENTS	118 656.40	119 313.50	<657.1

DATE 03 21 84 PG. 02 9685

PREVIOUS VOUCHER NO. 26776

CHECKED BY: RMN/DT

ENGINEER OR AUDITOR J SCHLIESKI

PAYMENT VOUCHER

TATE HIGHWAY DIVISION

)

COUNTY	CONTRACT NO. 9685	ESTIMATE NO. 5	PREFIX NO'S.
HIGHWAY	FEDERAL AID PROJECT NO.		
SECTION			

ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
ype Code "P" Contractor Cost						
X080 $ 118,656.40						
GROSS RETAINAGE						
TREASURER DEPOSIT						
* NET RETAINAGE						
TOTAL CONTRACT ITEMS				115718.00	117575.10	1857.10-
% RETAINED ON CONTRACT ITEMS	LS				1,200.00	1,200.00
FORCE ACCOUNT				2938.40	2938.40	
TOTAL PAYMENTS				118 656.40	119 313.50	<657.10>

4 PG. 02 9685

26776

R&W/DT

J SCHLIESKI

9685

F

Contract Payments 378-6594 FILE: CON 5

Robert Gormsen
Manager, Commission Services March 20, 1984

W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract	9685,	On Site Work Substantially Completed	November 7, 1983
All Work Completed	February 27, 1984		
Project	Wallowa River (Stein) Bridge		
Highway	FAP B636 (Diamond Prairie Rd.)		
County	Wallowa		
Type of Work	Grading and Structure		
Contractor	Weaver Construction Co.		

WES:RDC:mk

cc: C. O. Fredrickson
R. D. Church
Walt Hart

CPC/FM2

Report 10 FINAL

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Wallowa River (Stein) Br.		WEEK ENDING: Nov. 12, 1983
		SECTION PREFIX: 532-1054
HIGHWAY: FAS B636		COUNTY: Wallowa
NAME OF JOB:	KIND OF WORK: Grading and Structure	
CONTRACTOR: Weaver Construction Co.	CONTRACT NUMBER: 9685	FEDERAL AID PROJECT NUMBER: BRS-B636(2)
DATE OF CONTRACT: July 21, 1983	DATE WORK STARTED: 9-6-83	ESTIMATED COMPLETION DATE: Dec. 1983
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 3 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 120	CALENDAR DAYS USED: 97
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 80
PROJECT AUTHORIZATION: $ 131,156.06		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 95
EXCLUSIVE OF ENGINEERING: $ 120,756.02	ENGINEERING AUTHORIZATION $ 10,400.00	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 120,756.02	ENGINEERING COST TO DATE $ 5,200.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 90
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____ %	PERCENT OF AUTHORIZATION 50 %	DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

1-Backhoe, 1-dump truck, and hand tools.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	16610							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY		1		
MONDAY		1		Project Complete, stop day count.
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

K

RECEIVED
NOV 14 1983
CONSTRUCTION
SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No Activity.
MONDAY	General Clean Up. Completed Project.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

STATUS: Bridge completed.
Road work completed

Submit Sim-final est. 12-1- 83

SIGNED Joseph A. Schlieski LOCATION La Grande

Joseph A. Schlieski

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

9685

S 32-1902

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

11-7-83

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

STATE	FEDERAL AID PROJECT NO.
Oregon	BRS-B636(1)
PROGRAM APPROVED	VOUCHER PERIOD From: 3-23-82 To: 6-21-83

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$22,227.84	$22,225.91	80%	$17,780.73	$17,780.73	$ 0.00

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

Oregon *State Highway Agency*

By Controller *Authorized Officer* 11/7/83 *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $ _____

Amount Approved $ _____

SIGN ORIGINAL COPY

_____
Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	Wallowa River (Stein) Bridge Section County Road in Wallowa County					
	Preliminary Engineering Type Code P.E. State	All Required			$22,225.91	
	Total Participating Project Cost				$22,225.91	
	Nonparticipating Project Cost State	All Required			1.93	
	Total Project Cost				$22,227.84	
	Prepared based on Participating Costs as shown on Federal Billing as of 11/10/83.					
	AMOUNT CARRIED FORWARD					

PREFIX	GRP FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC	FEDERAL SHARE	AMOUNT PREV CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
530-1985	1	BRS -B573-002 APPR-114	20,800.00	18.20	18.20	80 00	14.56			14.56
530-1990	1	BRS -B596-001 APPR-118	17,600.00	92.90	92.90	80.00	74.32			74.32
531-1934	1	RRS -B618-002 APPR-138	450.00	7,043.01	7,043.01	90.00	6,338.71	450.00	5,888.71 B	
531-1963	1	BRS -B619-003 APPR-118	20,480.00	92.90	92.90	80.00	74.32			74.32
532-1902	1	BRS -B636-001 APPR-118	17,780.73	22,227.84	22,225.91	80.00	17,780.73	17,780.73		
533-1943	1#	BRS -B407-001 APPR-118	15,774.47	19,718.09	19,718.09	80.00	15,774.47	15,774.47		
533-1947	1	RS -B417-001 APPR-075	29,970.00			88.15				
534-1901	1	HES -9022-005 APPR-141	8,460.00	8,794.15	8,794.15	90.00	7,914.74	7,914.74		
534-1904	1#	HES -A663-001 APPR-141	10,908.98	12,121.09	12,121.09	90.00	10,908.98	10,908.98		
534-1948	1	BRS -A690-001 APPR-118	17,920.00	20,147.37	20,147.37	80.00	16,117.90	16,103.24		14.66
534-1949	1	BRS -A685-004 APPR-118	30,760.00	36,073.63	36,043.63	80.00	28,834.90	28,834.90		
534-1950	1	BRS -A677-001 APPR-118	41,034.56	51,659.04	51,293.20	80.00	41,034.56	41,034.56		
534-1953	1	BRS -A677-003 APPR-114	27,360.00	10,438.07	9,956.21	80.00	7,964.97	7,964.97		
534-1970	1#	RS -A686-001 APPR-075	55,585.81	65,617.30	64,812.63	85.77	55,589.79	55,585.81	3.98 B	
	2#	RS -A685-001 APPR-075	38,943.53	45,994.63	45,407.97	85.77	38,946.42	38,943.53	2.89 B	
534-1970		PREFIX TOTALS	94,529.34	111,611.93	110,220.60		94,536.21	94,529.34	6.87	
535-1964	1	RS -B550-001 APPR-075	4,400.00			88.15				
536-1955	1	RS -A696-001 APPR-075	27,899.00	47,825.27	47,768.42	85.80	40,985.30	27,899.00	13,086.30 B	
536-1956	1	RS -AE95-001 APPR-075	51,480.00	38,652.11	38,042.16	85.80	32,640.17	32,640.17		
536-1983	1	RS -A563-001 APPR-075	35,083.00	56,028.92	55,500.13	88.15	48,923.36	35,083.00	13,840.36 B	
601-1968	1#	IR -8407-003 APPR-044	46,328.01	50,339.53	50,236.40	92.22	46,328.01	46,328.01		
601-1972	1	IR -8407-005 APPR-044	22,907.00	4,244.82	4,244.82	92.22	3,914.57	3,316.16		598.41
603-1902	1	I -2057-082 APPR-042	2,760.00	105.72	105.72	92.22	97.49	97.49		
603-1903	1	GMIR-4200-002 APPR-044	25,820.00	18,946.44	18,946.44	92.22	17,472.41	17,472.41		
603-1948	1	BRI -2057-051 APPR-115	16,483.00	5,015.66	3,588.15	75.00	2,691.11	2,677.46		13.65
	2	BRI -2057-051 APPR-118	29,903.46	28,589.20	28,589.20	75.00	21,441.90	21,016.46		425.44
603-1948		PREFIX TOTALS	46,386.46	33,604.86	32,177.35		24,133.01	23,693.92		439.09

DESCRIPTION		PREFIX	FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
UPRRXING @ AIRPORT RD	CONT NO	FA PROJ NOS	RRS	B618002	100					STATE
	531	1934	296	00	N	9			450.00CR	
	531	1934	298	00	N	9			450.00	
	531	1934	901	00	P	1		3,667.36	6,400.59	
	531	1934	905	00	P	1			49.41	
	531	1934	910	00	P	1			80.08	
	531	1934	914	00	P	1			446.50	
	531	1934	918	00	P	1			44.12	
	531	1934	922	00	P	1			22.31	
			TOT		P	1		3,667.36	7,043.01	
			** JOB TOTALS **				**	3,667.36 **	7,043.01 **	
WAI OWA RIVER-STEIN)BR	CONT NO	* FA PROJ NOS	BRS	B636001	100					STATE
	532	1902	296	00	N	9		1,251.94CR	18,450.00CR	
	532	1902	297	00	N	9			2,970.00	
	532	1902	298	00	N	9		1,251.94	15,480.00	
	532	1902	901	00	P	1			5,170.58	
	532	1902	901	00	N	1			1.93	
	532	1902	905	00	P	1	45.54CR	128.58	1,893.34	
	532	1902	906	00	P	1			28.63	To 921
	532	1902	913	00	P	1			255.12	
	532	1902	918	00	P	1			404.67	
	532	1902	920	00	P	1			182.59	
	532	1902	921	00	P	1	2.70CR	63.21	1,506.39	
	532	1902	922	00	P	1			41.84	
	532	1902	923	00	P	1			348.14	
	532	1902	926	00	P	1			5,145.10	
	532	1902	927	00	P	1	409.90CR	537.22	5,273.31	53194
	532	1902	932	00	P	1				
	532	1902	933	00	P	1			133.90	
	532	1902	937	00	P	1			1,342.32	
			TOT		P	1	483.79CR	729.01	22,325.91	
			TOT		N	1			1.93	
			** JOB TOTALS **				483.79CR**	729.01 **	22,227.84 **	
IM... RIVER BR #65C64	CONT NO	* FA PROJ NOS	BRS	B407001	100					STATE
	533	1943	296	00	N	9			15,774.47CR	
	533	1943	298	00	N	9			15,774.47	
	533	1943	901	00	P	1			3,645.99	
	533	1943	902	00	P	1			17.50	
	533	1943	905	00	P	1			1,522.41	
	533	1943	906	00	P	1			17.22	
	533	1943	913	00	P	1			49.33	
	533	1943	913	80	P	1			27.47	
	533	1943	914	00	P	1			236.86	
	533	1943	918	00	P	1			1,660.74	

October 25, 1983

DES 17
ORG 9
CON

Weaver Construction Co.
P. O. Box 588
Union, OR 97883

Construction Survey Work Study
Wallowa River (Stein) Bridge
Contract No. 9685

By now you are probably aware the Highway Division is conducting a study to determine the advantages and disadvantages of including survey work as part of select construction contracts. One goal of this study is to provide a balanced and objective evaluation of such work presently under contract.

To help ensure that this goal is achieved, we need your help.

Please respond to the enclosed questions and share with us your thoughts and feelings concerning this experimental program. Your responses will be reviewed and incorporated into our final report, anonymously. A self-addressed, stamped envelope is provided for your convenience and to facilitate an early return of the questionnaire.

Thank you for your help. If, during this study, you have any questions or comments, please call me at 378-6318, or Steve Macnab at 378-6385.

D. O. Christensen, P.E.
Construction Operations Engineer

Enclosure

DOC:SHM:kkr

Versteeg ✓
Anderson
Adams
Macnab
Stoudenmayer
Turpin
Trout
Wakerley

RECEIVED
OCT 24 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ___/___/___
Action

(Extra copies of ea. ltr given to S.H. Macnab & D.O. Christensen.)

RESPONDENT: Contractor_____ Surveyor_____ State P. M._____

CONSTRUCTION SURVEY WORK STUDY

Pre-Advertisement Period

Prior to our advertising your project, were you aware of the proposed legislation to contract out State employee functions to the private sector?

If so, what were your feelings/opinions about this type of contracting?

Pre-Bid Period

What were your thoughts, perceptions, and feelings concerning the scope of the proposed work?

Did you attend the pre-bid conference?

CONSTRUCTION SURVEY WORK STUDY (Continued)

Pre-Construction Conference

After the pre-construction conference, were your perceptions of what was expected of you during construction the same as after the pre-bid period?

Construction Period

How do you feel about doing this survey work?

Construction Schedule

Are you experiencing difficulties coordinating survey work with construction work?

How do you feel your project is progressing? Do you anticipate any problems at this point?

At this point, are you in favor of contracting survey work?

4695

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 15, 1983

In Reply Refer to File No.:
PRO-ACC

Verne Russell
County Engineer
Wallowa County
P.O. Box 160
Enterprise, OR 97828

Dear Mr. Russell:

On July 14, 1983 we received a satisfactory bid from Weaver Construction Co., P.O. Box 588, Union, OR 97883 for the Wallowa River (Stein) Bridge replacement project on Diamond Prairie Road in Wallowa County.

According to our Agreement No. 7652, and our letter-form Agreement dated 6-27-83, we anticipte the financial sharing of the construction cost will be:

Contractor's Bid		$112,556.00
Anticipated Additional Items:		
Roadside Seeding & Mulching	$ 500.00	
Extra Work at Irrigation Facility	1,500.00	
Additional Survey Construction Cost ($1,000 not included)	---	$ 2,000.00
SUBTOTAL		$114,556.00
Contingencies (4 1/2%)		5,155.02
Engineering (8% of $112,556.00)		9,004.48
Basis for Computation of County Share		$128,715.50

COUNTY SHARE & ADVANCE DEPOSIT:
(20% of $128,715.50) = $25,750

We will award the contract when we receive your advance deposit in the amount of $25,750, which should arrive not later than August 5, 1983. You may use one of the three options for payment described in the attachment.

Very truly yours,

Gary A. Potter

Gary A. Potter, Manager
Program Section

KEH:pf
Attachment

7-21-83
Rec'd check
$25,750 from
Wallowa Co. Hand
delivered to Acctng Sec.
Notified Harry

PROJECT UNIT --------
PROGRAM UNIT --------

Form 734-3122

Section W. Fk Walla Walla River (Stein) Bridge Programming Estimate $ _____

Highway FAS 863 (County Rd Q) Proj Length 0.05

9685

County Wallowa Completion Time 120 Calendar Days

Kind of Work Grading + Structure Est. Comp. Date 11-30-83

Prefix 537-1902- Letting Date July 14, 83 Project No. BRS-B636(2)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 125,785 —

Anticipated Additional Items:

Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished _____		
Roadside Seeding & Mulching	500	
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x ____ hrs.)		
State Responsibility for Damages		
Signal Controller Testing		
"OPTICOM" Testing		
Bikeway Signs		
Bikeway Striping & Legend		
_____		
Extra Work for Irrigation Facilities	1500	
Additional Survey/Construction Costs	1000	
_____		
_____		
Adjust Utilities:		
_____		
_____		
		$ 3,000 —

Subtotal $ 128,785 00

Contingencies (4-1/2%) 5,795 33

Engineering (8.9.10%) . . . . . 9014 95 / 11,590 65

Subtotal $ ~~141,170 98~~

Credit for _____ . . . . . _____

Estimated Net Authorization, Construction . . . . . $ ~~146,170 98~~ 143,595 28

APPROVED

_____

Road Design Engineer

Rev. 11/81

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

Section	County	Sheet	of
Wallowa River (Stien) Bridge	Wallowa	1	2
Kind of Work Grading & Structure	**Length**	**Date** 6/6/23	**Name** Barnstedt

COST ANALYSIS for Item: 6/13/83 CB

THIS ENGINEERING ESTIMATE IS BASED ON PLANS DATED 7/14/83

No.	Item	Code	Unit	Quant.	Unit Cost	Total
	Mob. location		All	All	—	10,000
	Temporary Protection and Direction of Traffic		All	All	—	1000 —
	Temporary Signs		Sq. Ft.	87	6 —	522
	Temporary Barricades		Each	4	70 —	280
	~~Flagmen~~		~~Hour~~			
	Construction Survey Work		All	All		7,000
	Roadwork					
	General Excavation		Cu. Yd.	689	8 00	5,512
	Toe Trench Excavation		Cu. yd.	382	10 00	3,820
	3/4"-0 Aggregate Base		Ton	150	12 00	1,800
	Coarse Aggregate Base		Ton	460	10	4,600
	Guard Rail, Type 2A		Lin. Ft.	100	15	1,500
	Guard Rail, Type 3		Lin. Ft.	100	25	2,500
	Guard Rail Anchors, Type 1		Each	4	300	1,200
	Rail End Pieces, Type C		Each	4	100	400
	Loose Riprap, Class 700		Cu. ft.	~~639~~ 732	20	14,640
	Filter Blanket		Cu. yd.	~~46~~ 51	20	1,020
	Filter Fabric		Sq. Yd	~~550~~ 800	2.	1,600

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE — HIGHWAY DIVISION

Section: Wallowa River (Stiff) Brid.	County: Wallowa	Sheet: 2 of 2	
Kind of Work: Grading & Structure	Length	Date: 6/6/83	Name: Borgstedt

No.	Item	Code	Unit	Quant.	Unit Cost	Total
	Structure					
	Bridge Removal Work		All	All	—	6,500 —
	Structure Excavation		Cu.Yd.	140	12 —	1680 —
	Structure Excavation below Elevations shown		Cu.yd	14	12 —	168
	Structural Concrete, Class 3300 (74 Cy x 275)		All	All	—	20,350 — ~~+5,540~~ —
	4'x60'/65' Prestressed slabs		Each	7	4,015 —	28,105 —
	Reinforcement (128 — 10.5 —)		All	All	—	5792 —
	Metal Rail with Tubing		Lin. Ft.	133	42 —	5,796 —
						~~120,975~~
						25785

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 27, 1983

In Reply Refer to
File No.

DES 23

Marlin Lovell
Wallowa County Roadmaster
Wallowa County Shops
Enterprise, OR 97828

Construction Engineering Costs
Wallowa River (Stein) Bridge
Stein[redacted]e Road, Wallowa County
BR 16610

The Wallowa River (Stein) Bridge project has been selected for inclusion in a trial program which will require the contractor to furnish a major portion of the construction engineering. The project will be monitored by the State and periodic checks and reviews made to insure the accuracy and quality of the contractor-supplied engineering.

In order that the County's obligation for engineering charges be limited, we propose to set the cost of construction engineering in which Wallowa County participates at a maximum of eight percent of the contract amount. The County's twenty percent share of any engineering charges in excess of eight percent up to the FHWA limit of fifteen percent will be borne by the State. Engineering charges in excess of the maximum fifteen percent FHWA participation level will be borne by the State.

If this is acceptable, please sign and return one copy of this letter.

for H. S. Coulter, P.E.
State Highway Engineer

APPROVED:

Wallowa County

RECEIVED
STATE HWY ENGR
JUL 7 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form 734-3122

rll -1-

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: BRS-B636(2)

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 20054

2A. COUNTY NAME: Wallowa

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 6/22/83

8. FEDERAL ROUTE NUMBER: Secondary B636

9. STATE ROUTE NUMBER: County Road

10. GENERAL LOCATION:

Wallowa River (Stein) Bridge Section

11. GENERAL DESCRIPTION OF WORK

One Structure

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Potter's letter of 6/20/83 you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $146,170 Federal Funds $116,936 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

I accept the certification of Mr. Rod Henry dated 6/15/83 that provisions of FHPM 7-5-1 have been complied with.

RECEIVED
STATE HWY ENGR
JUL 5 '83
REFER TO
Potter
FOR

Info	Invest	R/D	D/R	Sign	Act	File

14. DATE: 6/22/83

15. SIGNATURE OF APPROVING OFFICIAL: G K Hansmeier

16. TITLE: for Division Administrator

FORM PR-1240 (Rev. 12-73) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

Date: June 14, 1983

To: Executive Department
Federal-Aid Coordination Unit

From: Gary A. Potter, Manager
Program Section

Subject: Federal-Aid Funding Application

In compliance with step 7 Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for Federal-Aid funding of the following:

Item No.	Project No.	Section Name & PNRS No.
20054	BRS-B636(2)	Wallowa River (Stein) Br. #OR 830407-023-2

JLG:bks
Enc.
cc: Dale E. Wilken, FHWA
General Files

Form 734-3122

9685

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.

PRO 6-2

Date: June 9, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 20054
Project No. BRS-B636(2)
Wallowa River (Stein) Bridge Sec.
Wallowa County

Attached support data consists of PR-1 form and project map.

It is the Oregon State Highway Division's present intention to receive bids for this project on July 14, 1983.

A copy of the State Clearinghouse A-95 review conclusions was forwarded previously.

JLG:bks
Attachments
cc: R.D. Hector (Region 5)
H. Reynoldson w/att
General Files

Form 734-3122

Budget Bureau No. 41-R2067; Approval Expir

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-81)

June 14, 1983

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT
BUREAU OF

CARD 2

REPORT NUMBER (10)(20)

PROJECT LOCATION (45 typewriter spaces) (21)(66): Co. Rd., 0.1 mi. S of Oregon Route 82

ADT

PRESENT: 180 DHV 25

FUTURE YEAR: ---- (68)(70) ---- (71)(72)

REGION: 10

STATE NAME: Oregon

STATE CODE: 41 (2)(3)

CARD 3

CHARACTER OF PROPOSED WORK (35 typewriter spaces): One Bridge (26)(62)

NATL. FOREST (63)(68)

FH ROUTE NO. (69)(73)

SUPV AGCY (74)(75)

DA CLASSIF. (76)

DA AREA (77)

EMERG. YR. (72)(73)

PL. AUTH YR (74)(75)

PROJECT NUMBER

PREFIX LETTER(S): BRS- (14)(20)

NUMBER: B636(2)

SEQ. NO. (7)(13)

CARD (

CLASS OF FEDERAL FUNDS: Bridge Replacement (20% Off/On System)

COUNTY NAME: Wallowa

CODE: 063 (14)(16)

NAME OF URBAN AREA: --- (17-31)

ROUTE NO. S

FEDERAL-AID: B636 (32)

STATE: Co. Rd. (36)(37)

U.S.: --- (41)

PROJ

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (80%)	STATE FUNDS	OTHER FUNDS	CHARA PROPO (Full
1	(1415)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)			
5					PE								
5					ROW								
5					CONST (CODE) X080		"Wallowa Riv. (Stein) Br. Sec."	0.011	123,000	98,400	----	24,600	ROW-60' n Access Co Parking R none.
CARD 1	CODE 1	PREPARED BY: JLG					PROJECT TOTALS	0.011	123,000	98,400	----	24,600	
15	14	PROGRAM APPROVAL DATES							(118)	(23)(24)	(28)	REMARKS	

5321902

-over

USCOMM DUSC

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

ON NO. | FORM PR-1 (REV. 4-61) | June 14, 1983

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

ER (20)	PROJECT LOCATION (45 typewriter spaces) 21		ADT	PRESENT 180 DHV 25	FUTURE ---- (66) (70)	YEAR ---- (71) (72)	REGION 10	STATE NAME Oregon (2) (3)	STATE CODE 41	APPN CODE 114 (4) (9)	ITEM NO. 20054 (10) (14)

T PROPOSED WORK (35 typewriter) e Bridge 42	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (69)	SUPV ADCY (67)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) BRS- 14 28	NUMBER B636(2) 7 13	SEQ. NO.	I. Projects Only POST MI. (24) (26)	DESIG. 27

RAL FUNDS Bridge Replacement (20% Off/On System)

COUNTY NAME Wallowa (114) (116) CODE 063

AREA ---

ROUTE NO. S | FEDERAL-AID B636 (32) | STATE Co. Rd. (36) (37) | U.S. --- (41)

PROGRAM STAGE ____ 1 OR ____ 2

CLASS (42)	WORK TYPE (43) (46)	STEP (55)	TERMINI (Full description)	MILES (54) (58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (58) (66)	FEDERAL FUNDS (80%) (67) (70)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	PE								
	ROW								
	CONST (CODE) X080		"Wallowa Riv. (Stein) Br. Sec."	0.011	123,000	98,400	----	24,600	ROW-60' normal; Access Control-none; Parking Restrictions-none.
				0.011	123,000	98,400	----	24,600	

PARED BY JLG | PROJECT TOTALS

GRAM APPROVAL DATES

(16) (23) (24) (33) REMARKS

-over

USCOMM DUBCOMM-DC 48808-P61

Existing Facility:

Structure --- Stein Bridge; No. 63C38; Highway over waterway, Steel pony truss; L-51'; HC-18'.

Adjacent Section: 18-foot gravel surface.

Project Data: The project consists of: 1) remove existing structure; 2) construct on existing alignment a prestressed concrete slab span bridge (No. 16610) 60 feet long with horizontal clearance of 27.5 feet; 3) construct approach roadways as required; 4) install guardrail as directed; 5) adjust utilities as necessary; and 6) incidental work common to this type of construction.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

23 CFR 771 Requirements: Class 2, categorical exclusion, concurred in by FHWA on March 8, 1982.

FHPM 4-1-4 Requirements:

State Clearinghouse ----- A-95 review conclusions dated May 4, 1983.
Dist. 13 Clearinghouse -- No comments.

FHPM 7-7-5 Requirements:

1. Public Hearings ---- None required under Oregon Action Plan.
2. Loc./Des. ---------- Not a factor in the development of project.

Maintenance and Accommodation of Utilities: A State-County Agreement No. 7652 complying with Section 116, Title 23 USC and paragraph 6d(1) of PPM 30-4.1 (FHPM 6-6-3-2) respectively, was executed 3/30/82.

Note: 1) Project is in Congressional District No. 2.

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typical Sections & Summary
3	Plan & Profile

Temp Rel. & Direction of Traffic To Be Written in the Special Provisions

STATE OF OREGON

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY DIVISION

PLANS FOR PROPOSED PROJECT

PRELIMINARY COPY
MAR 15 1983
SUBJECT TO CHANGE
FINAL DESIGN UNIT

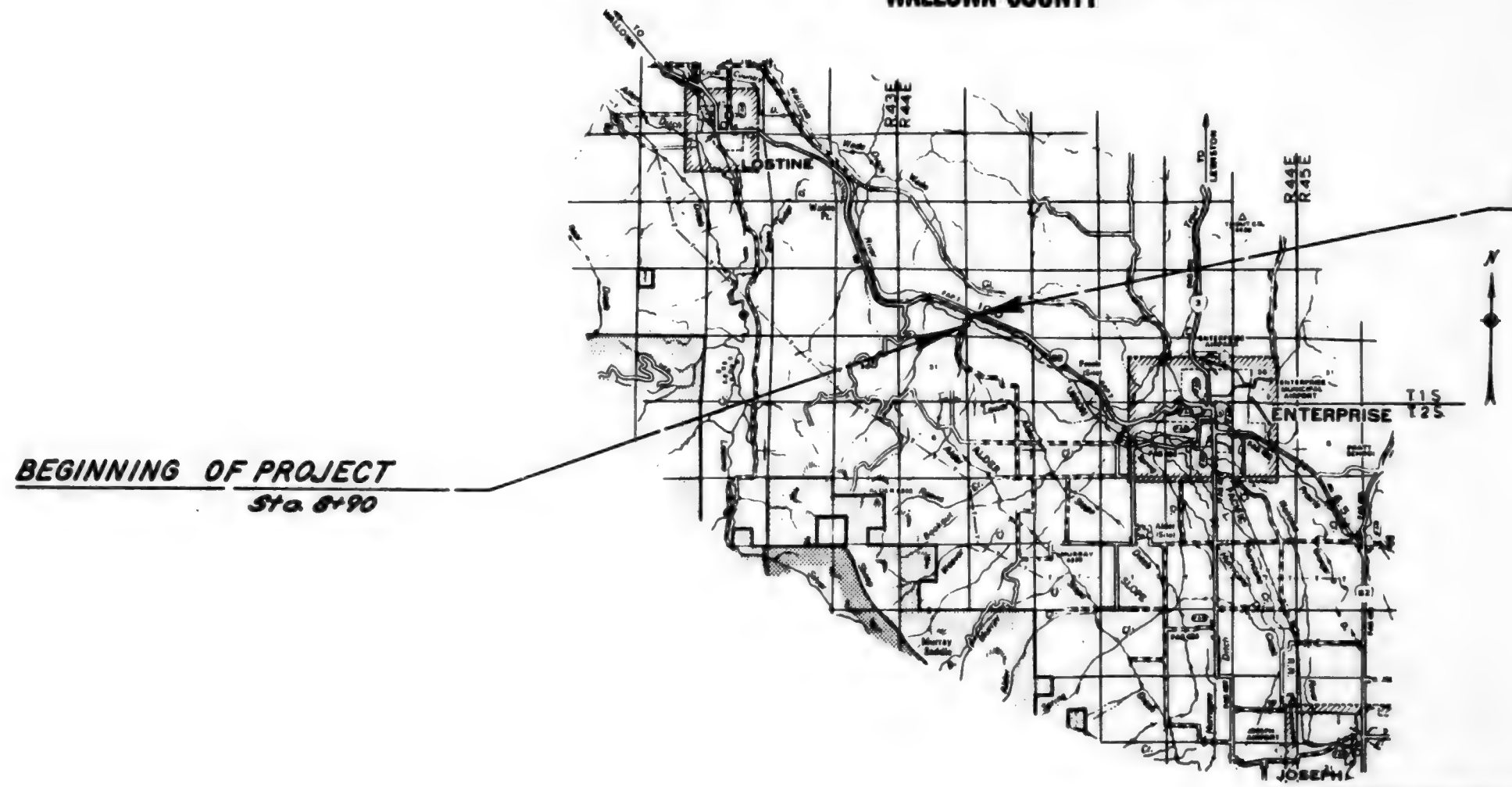
WALLOWA RIVER (STEIN) B… FAS B636 (DIAMOND PRAI… WALLOWA COUNT…		
FED. ROAD DIV. NO.	STATE	PROJECT NUMBER
10	OREGON	

HBR-C

WALLOWA RIVER (STEIN) BRIDGE SEC.

FAS B 636 (DIAMOND PRAIRIE ROAD)

WALLOWA COUNTY



Sketch Map
Scale 0 1 2 Miles

PRELIMINARY COPY
SUBJECT TO CHANGE

H. S. Coulter — STATE HIGHWAY

E. S Hunter — ASSISTANT STATE

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Tom Walsh	VICE CHAIRMAN
Peter J. Brix	COMMISSIONER
Robert F. Dwyer	COMMISSIONER
N. B. Giustina	COMMISSIONER
Fred D. Miller	DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRA…
FEDERAL HIGHWAY AD…
APPROVED
FIELD OPERATIONS ENGINEER

INDEX OF SHEETS	
DESCRIPTION	
Title Sheet	
Typical Sections & Summary	
Location & Profile	

Direction of Traffic To Be
see the Special Provisions

STATE OF OREGON

DEPARTMENT OF TRANSPORTATION

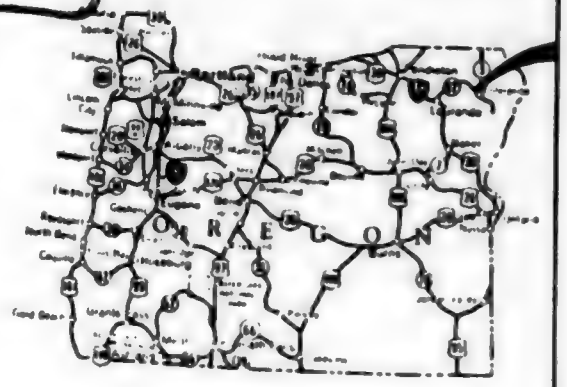
STATE HIGHWAY DIVISION

PLANS FOR PROPOSED PROJECT

PRELIMINARY COPY
MAR 15 1983
SUBJECT TO CHANGE
FINAL DESIGN UNIT

WALLOWA RIVER (STEIN) BRIDGE SEC. FAS B636 (DIAMOND PRAIRIE ROAD) WALLOWA COUNTY				SHEET NO. 1
FED. ROAD DIST. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			SEE INDEX

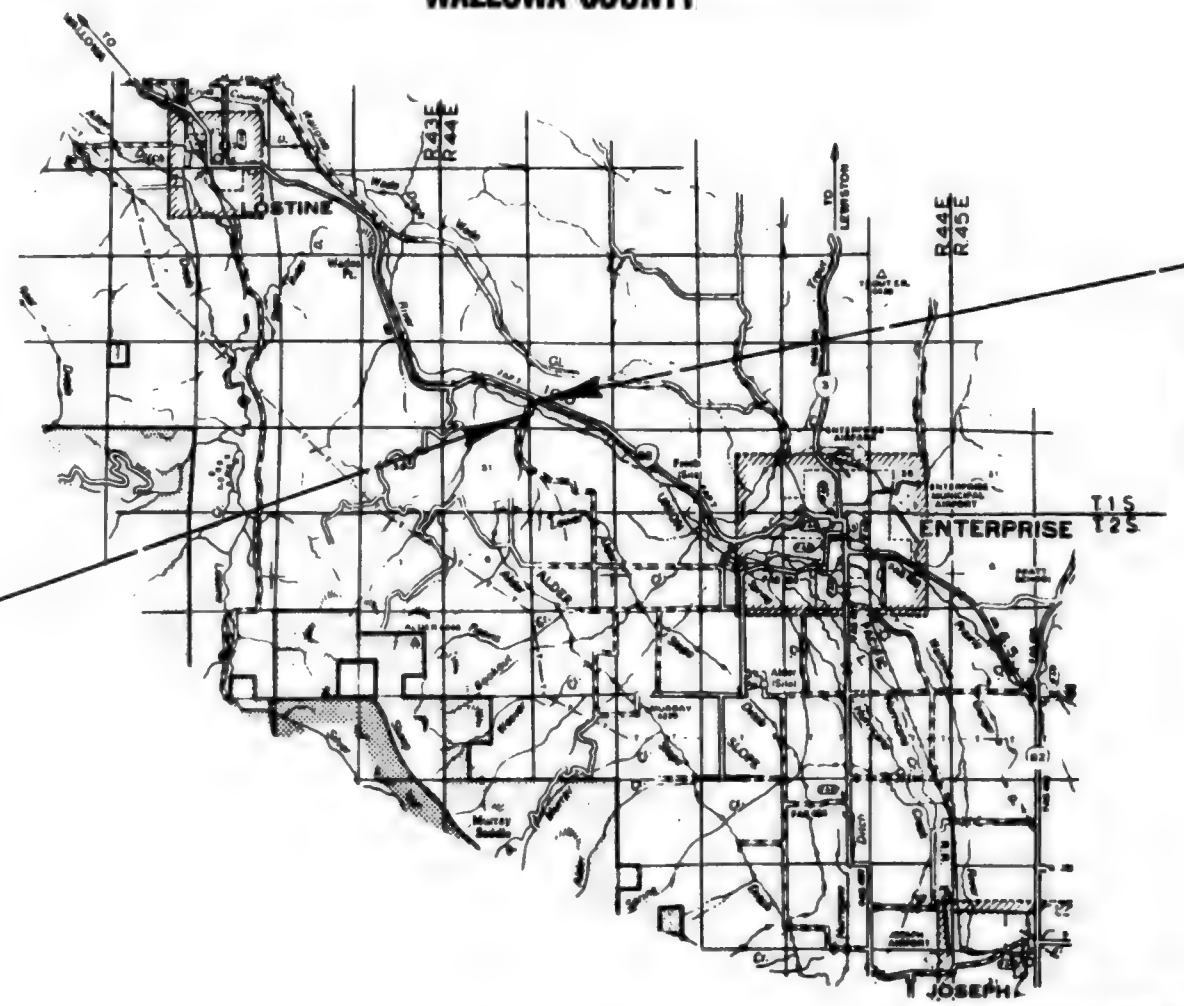
HBR-C



WALLOWA RIVER (STEIN) BRIDGE SEC.

FAS B 636 (DIAMOND PRAIRIE ROAD)

WALLOWA COUNTY



END OF PROJECT
Sta 11+65

BEGINNING OF PROJECT
Sta 8+90

N

PRELIMINARY COPY
PROJECT DRAWINGS

Sketch Map
Scale 0 1 2 Miles

H. S. Coulter — STATE HIGHWAY ENGINEER

E. S Hunter — ASSISTANT STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Tom Walsh	VICE CHAIRMAN
Peter J. Brix	COMMISSIONER
Robert F. Dwyer	COMMISSIONER
N. B. Giustina	COMMISSIONER
Fred D. Miller	DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED

FIELD OPERATIONS ENGINEER — DATE

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

TO: Robert N. Bothman
Assistant State Highway Engineer

DATE: June 7, 1983

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Construction Engineering by Contract

copy
Con

The Highway Division has elected to include a portion of the construction engineering in the contract for five selected projects on a trial basis. Two of the selected projects, Ash Swale Bridge in Polk County and Wallowa River (Stein) Bridge in Wallowa County, are local option projects in which the counties participate with local funds. The State has agreed to furnish the construction engineering for both of these projects, and the work may be accomplished by the use of state forces, by contract or by any combination of these methods, as the State shall elect.

Some Region personnel are concerned that the decision to contract may cause overruns of the FHWA allowable 15 percent for construction engineering.

The Ash Swale Bridge is an FAS-C project in which the State and the County share the local match equally. Overruns are adequately covered by the statement that "Construction engineering costs in which federal-aid funds do not participate will be shared equally by the State and the County".

The Wallowa River (Stein) Bridge project, however, is a local option Highway Bridge Replacement project in which the County is required to provide 100 percent of the local matching funds. The agreement states that ".....the County shall contribute 100 percent of the difference between the actual total cost of the project and the amount contributed by the Federal Highway Administration".

This office suggests that, when the State has agreed to furnish construction engineering and then contracts a portion of such services, it would be fair and equitable to include the following statement:

"In the event that the State contracts a portion of the construction engineering services, overruns of such services in which federal-aid funds do not participate will be shared equally by the State and the County".

Please advise this office if we may adopt such a policy.

MCH:pf

cc: E. S. Hunter
Jack Sollis

RECEIVED TECHNICAL SERVICES JUN 8 '83 REFER TO FOR Info Invest R/D O/R Sign Act File

DI-125.1387

FAS B636 N

STATE OF OREGON

INTEROFFICE MEMO

TO: Steve McNab
Specifications Engineer

DATE: June 1, 1983

SUBJECT: Contractor Provided
Construction Survey Work
(Your letter May 26, 1983)

/ Versteeg ✓
Anderson
Adams
Macnab
Stoudenmayer
Terpin
Trent
Wakerlig

RECEIVED
JUN 03 1983
ROAD DESIGN
SECTION

Do Not File
Return To
Bring Up ____/____/____
Action

Brief review of the proposed Contractor Provided Construction Survey Work indicates innovative and new concept for performing construction survey work. However, I feel some problems may arise on the Wallowa River (Stein) Bridge in the pilot program for the following reasons:

1) This concept is in conflict with Agreement No. 7652 executed between the Department of Transportation and Wallowa County. This agreement states in part, under STATE OBLIGATIONS (2) "...State shall conduct the necessary field surveys ... and, upon award of a construction contract, furnish all construction engineering ...".

2) If this concept is used on this project, it may be necessary to execute a supplemental agreement.

3) While the concept sounds great, the cost is unknown. It is felt we should not use this on a Local Government project until we are sure of the results. Also, the State does not have any financial obligation in this project except for free bridge design as provided for in the Oregon Statutes.

4) If we are to use this concept in the future, we must come up with the correct wording to allow the option of contractor provided construction surveying. If I am incorrect in my interpretation of the agreement, please let me know.

Thank you for the opportunity to comment.

Roger C. Lang

Roger C. Lang
Region Federal Aid Specialist

RCL/vt
cc: Gary Potter w/enc.
D. E. Swan w/enc.
V. H. Versteeg
J. A. Schlieski w/enc.

9685

US Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

RECEIVED
ASST STATE HWY ENGR
JUN 03 '83
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Subject: Contractor Provided Construction Survey Work

Date: June 1, 1983

From: Division Administrator

Reply to Attn. of: HFO-OR/437

To: Mr. M. Eldon Green, Regional Administrator
Portland, Oregon

The State plans to include provisions in several projects this summer where the contractor bids on and provides certain construction survey work. Attached are copies of Specification Engineer Macnab's May 26th Memo to the File and the proposed Special Provisions covering contractor provided construction survey work. This concept is the outgrowth of personnel shortages within the Highway Division and pressure from the construction industry to perform this type of work.

There are three items needing clarification as to FHWA policy in administering construction engineering under the proposed concept:

1. Is it permissible for the State to establish a fixed amount to be reimbursed to the contractor for work rather than establishing it as a bid item?

2. Is the low bid to be based on only the construction items, or is the lump sum bid item for construction engineering included in determination of the low bid? The latter would seem to be more manageable.

3. Should the bid amount for contractor provided construction work be added to the State's Construction engineering costs in determining the total construction engineering for a project?

The State plans to advertise projects with these provisions during the week of June 20th. To meet this schedule we would appreciate your response by June 15th.

Original Signed By
DALE E. WILKEN
Administrator

Dale E. Wilken

RECEIVED
STATE HWY ENGR
JUN 2 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

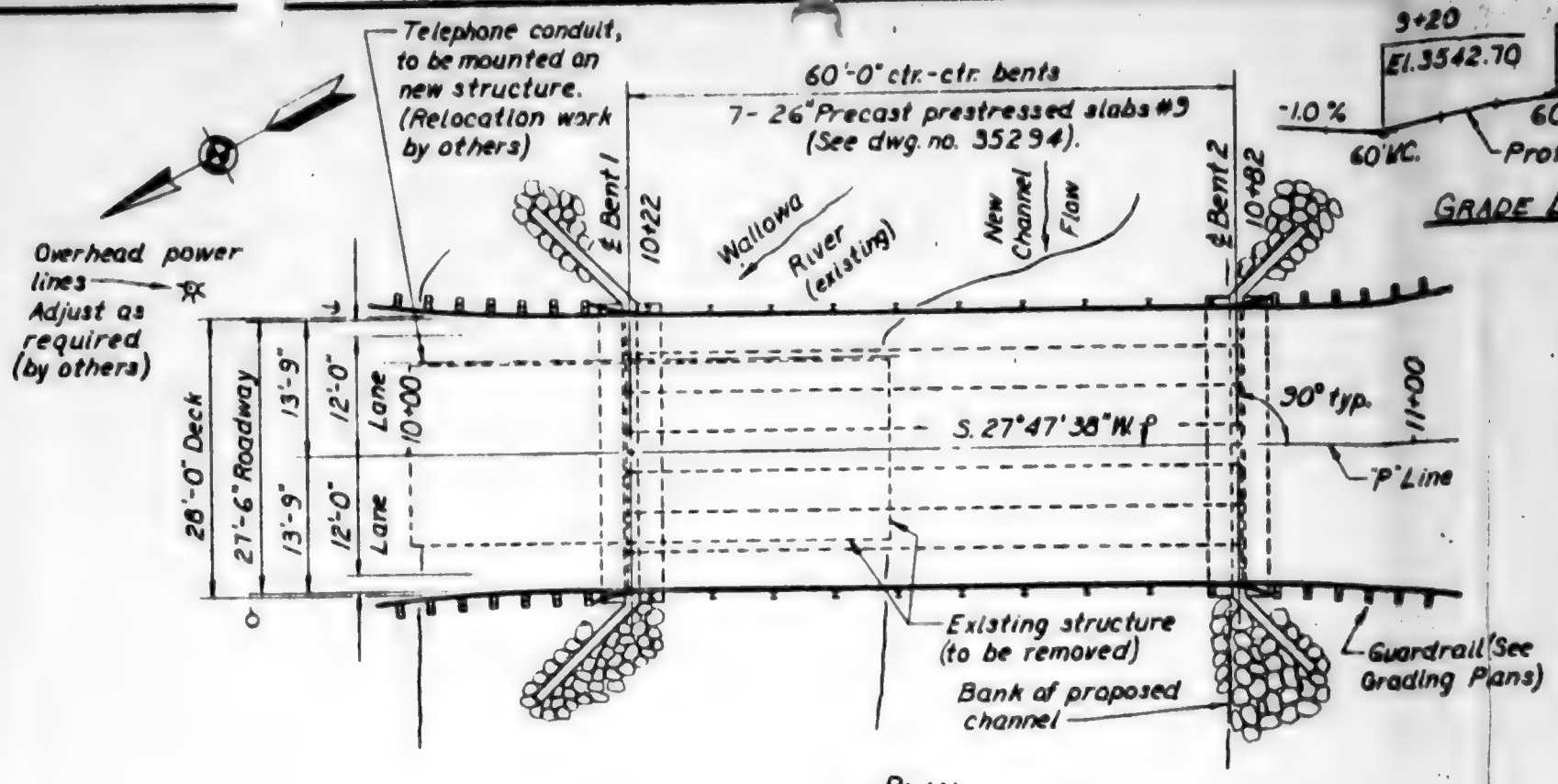
Attachments

cc:
OSHD (H S Coulter)
OSHD (S Macnab)

Return
PROGRAM SECTION
MANAGER ____ PROJECT UNIT ____
JUN 13 1983
MAN. ASSIST. ____ PROGRAM UNIT ____
REFER TO ____
FOR ____

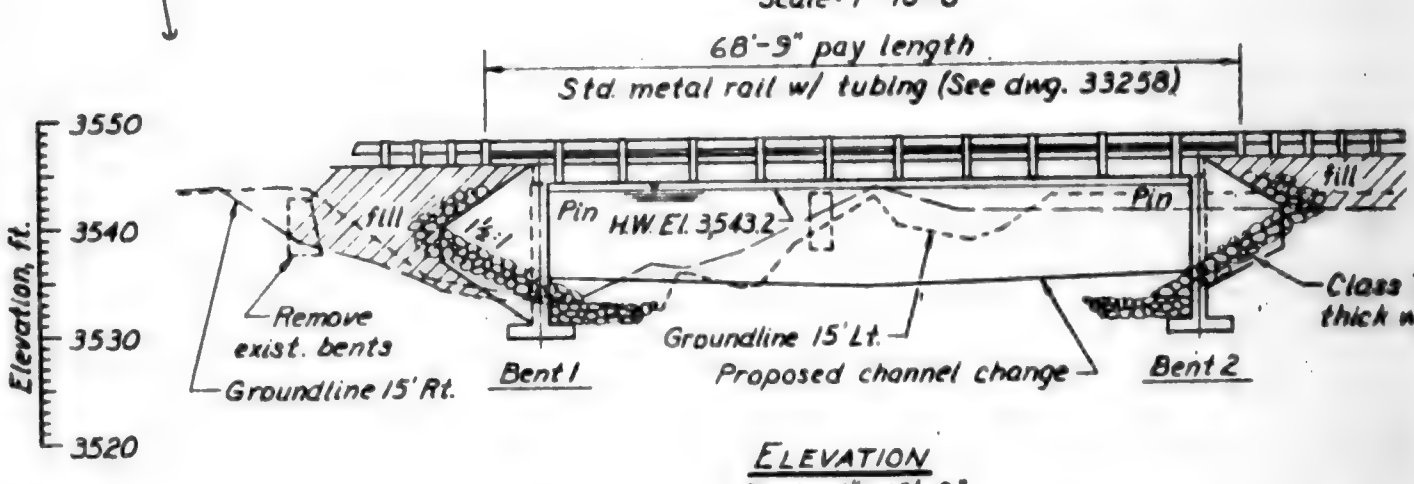
9685

5-4-83



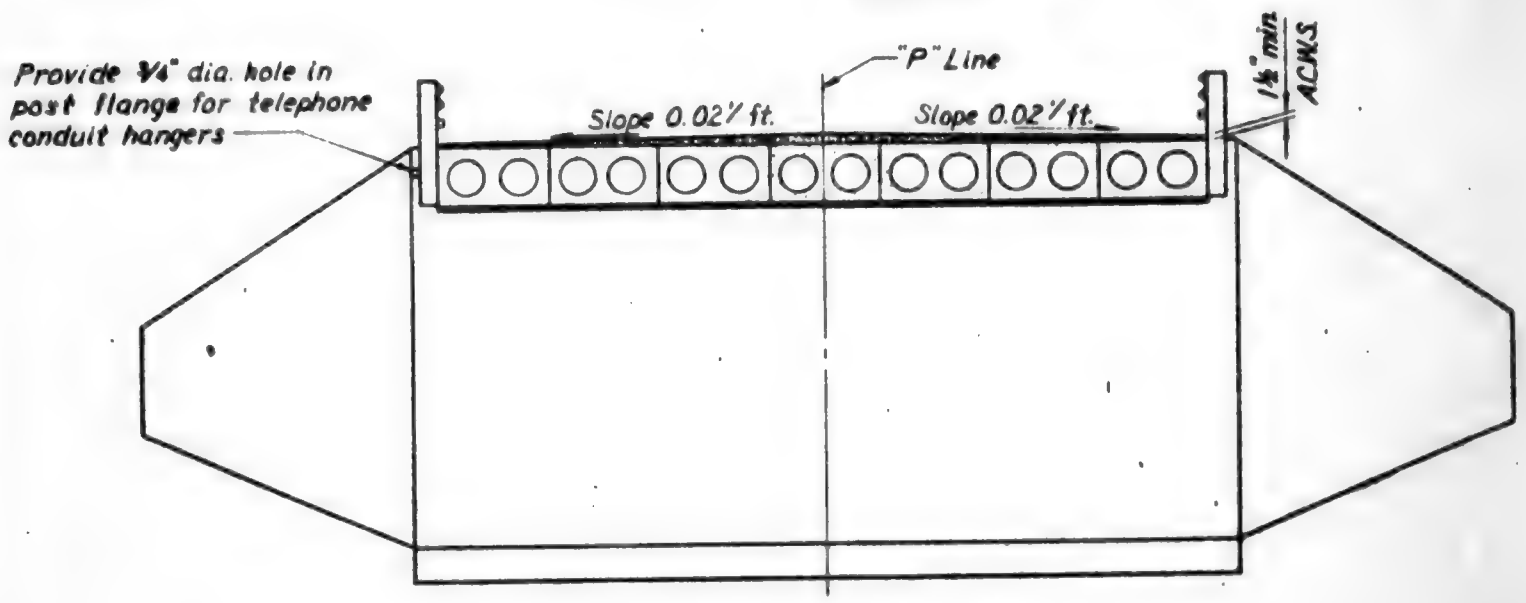
PLAN

Scale: 1"=10'-0"



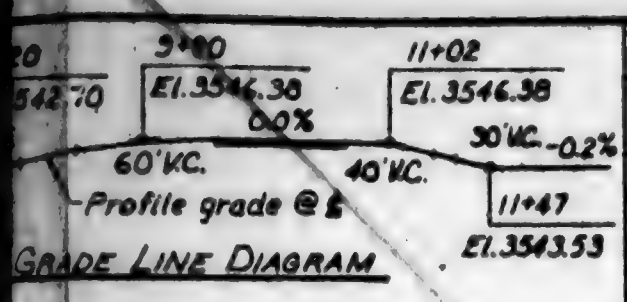
ELEVATION

Scale: 1"=10'-0"



TYPICAL SECTION

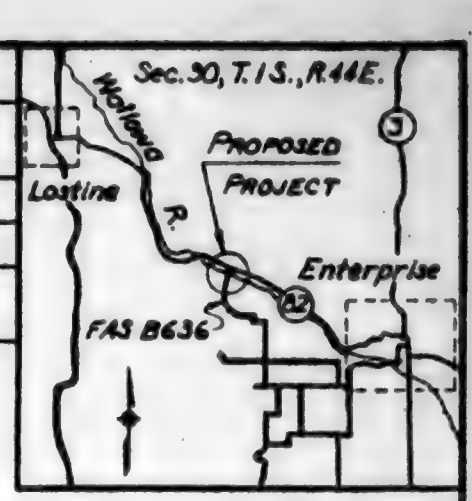
Scale: ¼"=1'-0"



GRADE LINE DIAGRAM

HS20-44 Loading

HYDRAULIC DATA			
	Design Flood	Base Flood	Roadway Over-topping Flood
Discharge - cfs	4,100	5,400	4050
Frequency - yrs	25	100	25
H.W. Elevation - ft Natural Channel	3,543.1	3,543.8	3,543.0



VICINITY MAP

℄

700 riprap, 2-3 ft. w/ fiber blanket. (typ.)

APPROVED BY

COUNTY OF Wallowa

BOARD CHAIRMAN

Clifford C. Tallman

COMMISSIONER

COMMISSIONER

DATE May 4-83

APPROVED P.E.	OREGON DEPARTMENT OF TRANSPORTATION BRIDGE DESIGN SECTION
BRIDGE ENGINEER P.E.	WALLOWA RIVER (STEIN) BRIDGE
ASST. STATE HIGHWAY ENGINEER	WALLOWA RIVER (STEIN) BRIDGE SECTION
DESIGNED K. Davidson	COUNTY ROAD, FAS B636
DRAWN K. Davidson	WALLOWA COUNTY
CHECKED	PRELIMINARY PLAN & ELEVATION
REVIEWED	ACCOMPANIED BY SHEET
REVIEWED	DATE April 1983
CALC. BOOK 1932	BRIDGE NO. 16610
DATE / REVISION	SHEET 1 OF 1
	DRAWING NO. 37357

12.25

OREGON STATE HIGHWAY DIVISION
120 DOT Building
Salem, Oregon 97310

5-4-83

Highway # 532

Attention: Right-of-way Section

Subject: Federal Aid Project No. BRS-B636(1) Prefix 532-1902

Project Name Wallowa River (Stein) Bridge, #32C38

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after Jaunuary 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidential charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The relocation and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Enterprise, Oregon, this 4 day of May, 1983

Certified By:

Regional Right-of-Way Supervisor

Date May 17, 1983

County of Wallowa

County Judge/Chairman

Clifford C. Collinsworth
Commissioner

Mike O'Brien
Commissioner

Instructions: Complete A or B and C.
R/W File No. _____
Rev. 1/81

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

RECEIVED
STATE HWY ENGR
MAY 6 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File
APPLICANT:						

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage St. N.E.
Salem, Oregon 97310, Phone: 378-3732
Toll Free Number - 1-800-452-7813

Attachment
cc: FHWA
~~State Highway Engr.~~
Location Unit
Right-of-Way Sec.
Road Design Sec.
Environmental Sec.
Bridge Sec.
Aeronautics Div.
Fed.-Aid Group
Reg(5)Engr.: R.D. Hector
Dis(13)Engr.: C. Ansell

CONCLUSIONS

Ore. Dept. of Transporation - Highway Division

PROJECT TITLE: Wallowa River (Stein) Bridge

DATE: May 4, 1983

NOTED
H.S.COULTER

The State has reviewed your project and reached the following conclusions:

[X] No significant conflict with the plans, policies or programs of state government have been identified.

[X] Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

[ ] Potential conflicts with the plans and programs of state government:

- [ ] may exist.
- [ ] have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.
- [ ] have been satisfactorily resolved. No significant issues remain.

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95.

Comments of appropriate local review agencies will be submitted to you separately and must also be included.

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

OR 830407-023-2

This number should be used on all correspondence and particularly on SF-424 as required by OMB A-95.

Dolores Streeter
A-95 Coordinator

PNRS #3
Revised 4/83

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

LITTLEBOVER...L... L...S LTD.

APR 19 1983

RECEIVED
APR 11 1983
DIVISION OF STATE LANDS

PNRS STATE REVIEW

Project #: OR 830407-023-2 Return Date: APR 19 83

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has Adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

(✓) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By C.H.

PNRS #2 Phone Number 378-3759

9625

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION

REGION 5 OFFICE

In Reply Refer to
File No.:

R. D. Hector
Region Engineer

P. O. Box 850 La Grande, Oregon 97850 Telephone 963-3177

April 28, 1983

PROGRAM SECTION
MANAGER _____ PROJECT UNIT _____✓
MAY 2 1983
MAN. ASSIST. _____ PROGRAM UNIT _____
REFER TO _____
FOR _____

The Hon. Stanley J. Farris
Wallowa County Judge
P. O. Box "E"
Enterprise, Oregon 97828

Dear Judge Farris:

Re; Wallowa River (Stein) Bridge Section, FAS B636, County Road

Enclosed are three copies of Drawing No. 37357 and 38057 which are the preliminary plan/elevation and vicinity map for the above subject project.

You will note Drawing No. 38057 does not include the features agreed upon and included on the previous plan approval. Please be assured the revisions requested on April 7, 1983 will be incorporated and included on the final plans.

Basically, the purpose of these plans are to show the type of structure being proposed for design, location of the channel and stream bed clearance,

The present estimate of cost for the project is as follows:

Roadwork	$31,000
Structure	66,000
Engineering & Contingency	20,000
	$117,000

We plan to call for bids on July 28, 1983.

Please review the plans carefully and if found to be acceptable, present them to the Court for signature. After the plans have been signed, return two copies to me for further processing. Retain one copy for your interim records.

Your early attention to this request will be appreciated so we may continue with the final design.

Sincerely,

Roger C. Lang
Region Federal Aid Specialist

RCL/yt
Enc,
cc; Oliver Parent
J. A. Schlieski

9685

STATE OF OREGON

INTEROFFICE MEMO

TO: Donald R. Adams, P.E.
Final Design Engineer

DATE: April 11, 1983

SUBJECT: Plan and Specification Revision
Wallowa River (Stein) Bridge Section
FAS B 636, County Road
Wallowa County

Enclosed are copies of correspondence and revised preliminary plans received from Joe Schlieski, Project Manager, which indicate revision to the plans and specifications.

These revisions are the result of a meeting held on April 7 between the adjacent property owner and the Wallowa County Court which was attended by Harold Brainerd, Right of Way Supervisor and Joe Schlieski, Project Manager.

Please take the necessary steps to incorporate the requested revisions into the final plans and specifications. If you have any questions, please contact Joe Schlieski.

Roger C. Lang
Region Federal Aid Specialist

vt
Enc.
cc: The Hon. Stanley J. Farris
Verne Russell
Harold Brainerd
J. A. Schlieski

PROGRAM MANAGEMENT SECTION
DHM ☐ DES ☐
SHM ☐ MJK ☐ DNH ☐
APR 13 1983
REFERRED TO _____
FOR _____
FILE: PM FA LG.

532-1902

STATE OF OREGON ☐ RE ☐ RCE ☐ RME ☐ RW INTEROFFICE MEMO

☒ RFA APR 11 1983 ☐

RECEIVED
REGION 5 OFFICE

TO: Bill Anhorn DATE: April 8, 1983

FROM: JAS

SUBJECT: Wallowa River (Stein) Bridge Sec.
County Road FAS B636
Wallowa County

"Plan Revisions & Specification Revisions"

Attached find prelimnary set of plans with revisions and/or additions noted in colored pencil. Due to problem encountered in acquiring a construction easement and the property where the channel change is being made - certain items of work have been added to the proposed project.

A dike or berm will be constructed along the existing NW river bank to fill in that area remaining after the bridge is relocated and this berm will be protected with class 700 riprap.

The special provisions need to be revised to provide for the salvaging and stockpiling of the old structure at the location shown on the plans. The decking and wood stringers may be removed from the old structure - however the main steel structure is to be salvaged intact. If the decking and stringers are removed by the contractor they become his property to be disposed of in a manner suitable to the engineer.

There is an existing irrigation facility on the NW streambank that will be affected by the construction of the berm and riprap. This work is not easily described and I prefer to complete it as an extra work item. We should provide approximately $1500 for this anticipated work.

cc: file

9125

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

DATE: April 7, 1983

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM:

D. E. Swan, P.E.
Program Control Engineer

SUBJECT: Minor Program Change
Project No. BRS-B636(1)
Wallowa River (Stein) Bridge Section
Wallowa County

I request your approval of a program change on the subject project to include in the character of proposed work "Acquisition of Right of Way" which consists of acquiring a construction easement required for a channel change at an estimated total cost of $1,000.

I further request authorization to proceed with the actual acquisition of the required easement as outlined in red on the enclosed sketch map with revised financing as follows:

Work	Type Code	Total Cost	Federal Funds
Preliminary Engineering	P.E.	$19,350	$15,480
Right-of-Way	ROW	1,000	800
TOTAL		$20,350	$16,280

No reloction assistance is involved in acquiring the easement area.

CL:lb

Enc.

cc J. B. Boyd
D. Aman
K. Husby
General Files

Form 734-3122

WALLOWA COUNTY COURT

Office of the Judge
Phone:503-426-3586
State of Oregon P.O. Box E Enterprise, Oregon 97828

April 5, 1983

Mr. Cliff Laux
Program Management Section
Room 208
Transportation Building
Salem, Oregon 97310

Re: Wallowa River (Stein) Bridge
FAS B636 - Wallowa County

Dear Mr. Laux:

I am enclosing herewith a sketch map of the proposed FAS project designated as the "Stein Bridge (Wallowa River)."

This information is being sent to you to comply with the request of the Federal Highway Administration regarding our request for inclusion of the cost of right of way purchase for the construction easement as shown.

The area anticipated for taking amounts to 0.32 acres, including provisions for back slope. The total holdings of the grantor of this land amounts to 565.46 acres, the productivity of which would be depleted by 0.32 acres. However, I would like to stress that title to this land will not pass to Wallowa County and would still be retained in fee by the present owner.

I hope that this information will assist you and the FHA in making a prompt decision concerning this matter.

Sincerely yours,

Verne H. Russell
FAS Coordinator for Wallowa County

VHR:sp

Encl.

cc: Wallowa County Court
Roger Lang, OSHD

WALLOWA RIVER (STEIN) BRIDGE

T. 1 S., R. 43 E., W.M.

ble Jct. Boxes
l from Existing

6.91<
3'30"Lt.

House

42

TBM±

10°

Test Hole
1

Class 700 loose
riprap

4x6' Arch

Proposed
structure

Test Hole#2

AREA NEEDED FOR CONST. EASEMENT
0.32 AC.
BACK SLOPE

WALLOWA RIV.

Bank line of
proposed channel
change

STATE OF OREGO.

INTER FFICE MEMO

TO: D. E. Swan
Program Control Engineer

DATE: April 1, 1983

SUBJECT: Wallowa River (Stein)Br. Section
FAS B 636 (County Road)
Wallowa County

Enclosed are copies of correspondence received from Wallowa County concerning Right of Way acquisition costs which they wish to be reimbursed for under Federal funding. The subject right of way is necessary to construct the channel change shown on the plans.

Apparently the fee for R/W appraisal may not be eligible for reimbursement as it had been done prior to the request by the County Court. However, no settlement or purchase price has been agreed upon as yet for the acquisition of real property.

Your expedited attention to this matter is requested as the Court will be meeting with the property owner on April 7, 1983.

Roger C. Lang
Region Federal Aid Specialist

lm
Enc.

cc: Hon. Stanley Farris
Verne Russell
Harold Brainerd, w/enc.
J. A. Schlieski

WALLOWA COUNTY COURT

Office of the Judge
Phone:503-426-3586
P.O. Box E

State of Oregon

Enterprise, Oregon 97828

March 30, 1983

☐ RE ☐ RCE ☐ RME ☐ ROE

☐ RFA MAR 31 1983 ☐

RECEIVED
REGION 5 OFFICE

Mr. Roger Lang
Oregon State Highway Division
PO Box 850
La Grande, Oregon 97850

Re: Stein Bridge - Wallowa River

Dear Roger:

I am enclosing a copy of the appraisal report on the Stein bridge right of way acquisition as per your request.

To be included in the appraised price is $175.00 appraisal fee which Wallowa County will pay as per the statement rendered by Mr. Carte.

Sincerely yours,

Vern H. Russell
FAS Coordinator

VHR:sp

Encls.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
REGION 4
P.O. BOX 5309, BEND, OREGON 97708

RE ☐ RCE ☐ RWE ☐ ROE ☐

MAR 30 1983

RECEIVED
REGION 5 OFFICE

In Reply Refer to
File No.:

March 28, 1983

Hon. Stanley J. Farris
Wallowa County Judge
P. O. Box 160
Enterprise, OR 97828

Wallowa River (Stein Bridge) #32C38
Wallowa County
FAP #BRS-B636(1)

Dear Judge Farris:

I am attaching two copies of a right of way certification form, which is required for the reconstruction of the Stein Bridge over the Wallowa River. Roger Lang has advised that you are currently in the process of obtaining necessary rights for channel change and placement of rip rap for this project. After you have secured the necessary written permission for this work, would you please have the County Court sign the attached certifications and return them to the undersigned at P. O. Box 5309, Bend, OR 97708.

It is also necessary that I have a copy of the instrument that you have secured for the channel change and rip rap placement.

If any assistance is required by your office in obtaining the right of way for this project, please do not hesitate to contact me.

Very truly yours,

Harold G. Brainerd
Region Right of Way Supervisor

HGB:eh

Attachments

cc J. B. Boyd
Roger Lang

WALLOWA COUNTY COURT

Office of the Judge
Phone:503-426-3586
P.O. Box E

State of Oregon

Enterprise, Oregon 97828

March 24, 1983

RE ☐ RCE ☐ RWE ☐ ROE ☐

MAR 29 1983

RECEIVED
REGION 5 OFFICE

Mr. Roger C. Lang
State Highway Division
PO Box 850
La Grande, Oregon 97850

Re: Wallowa River (Stein)
Bridge FAS B636

Dear Mr. Lang:

This is to request that the right of way acquisition required for the above referenced project be included as a part of the entire project which is eligible for federal grant assistance.

Sincerely yours,

WALLOWA COUNTY COURT

By S. J. Farris - County Judge

SJF:sp

BOB CARTE

REAL ESTATE APPRAISER, INC.

P.O. BOX 457 WALLOWA, OREGON 97885 886-4443
License # 37867

March 4, 1983

Mr. Vern Russell
Federal Aid Coordinator (Wallowa County)
P.O. Box 160
Enterprise, Oregon 97328

Dear Mr. Russell:

In accordance with your oral instructions on March 2, 1983, I have appraised the property you will need for stream re-alignment at the bridge site locally known as the Wallowa River (Stein) Bridge.

The bridge is located in the West half of the South West quarter of Section 29 Township 1 South Range 44 East Willamette Meridian Oregon. See attached copy of assessors plat and engineers sketch of proposed re-alignment.

The record owner of the property is Dwight Irby, Rt. 5 Box 5542, St. Helens, Oregon 97051.

I have used the before and after taking approach in arriving at an estimate of value of the proposed taking for an easement and costs related to the transaction which must be borne by the grantors.

I inspected the property on March 2, 1983. This inspection and the engineers sketch indicate that up to 1/3 acre may be needed for the channel re-alignment.

Wallowa County will reconstruct fences as needed and relocate an irrigation ditch inlet.

The highest and best use of the property is as a part of a livestock ranch operation. The property is zoned agricultural.

The purpose of this appraisal is to estimate market value and identify other costs to the grantor as of March 4, 1983.

Market value is defined for this appraisal as the highest price estimated in terms of money which a property will bring if exposed for sale in the open market allowing a reasonable time to find a purchaser with full knowledge of the property's use and capabilities for use and neither the buyer or seller under any duress to buy or sell.

I have assumed no responsibility of a legal nature and assume the title is good and marketable and that the data obtained from the public records is accurate.

All information, estimates, and opinions furnished to this appraiser, and contained in this report, were obtained from sources considered reliable and believed to be true and correct.

I appraise the property at $2500 an acre for the area adjacent to the proposed taking.

Value of property before taking	$ 2500 acre
Value of about 14,000 square feet	834
Incidental costs of Grantor	400
Total to Grantor for easement	$ 1234.00

The incidental cost includes legal review if needed, title insurance and other related costs of doing business.

Bob Carte

Bob Carte

Enc: Assessors Plat
Engineers Sketch
Photos
Appraisers Qualification

BOB CARTE

REAL ESTATE APPRAISER, INC.

P.O. BOX 457 WALLOWA, OREGON 97885 886-4443

License # 37867

QUALIFICATIONS

EDUCATION:

Bachelor of Science, Agricultural Economics, Kansas State University 1950

SPECIAL TRAINING:

American Institute Real Estate Appraisers

Course I Residential and Commercial, University of Santa Clara 1960
Course III Farms and Ranches, University of Wisconsin 1961
Course IV Condemnation, University of California 1964
A minimum of 24 hours of Seminars each year

EXPERIENCE:

County Agriculture Agent -- Johnson, Kansas 1950-1951, Baker, Oregon 1951-1954
Livestock Buyer (self-employed) -- Pendleton, Oregon 1954-1958
Appraiser Bureau of Land Management, Susanville, California and Sacramento, California 1958-1964
Reviewing Appraiser, Bureau of Land Management -- Medford, Oregon 1964-1969
Natural Resource Specialist, Bureau of Land Management -- Portland, Oregon 1969-1976 (Reviewing appraisals 25% of time)

TYPES OF APPRAISALS:

Range, timber, agricultural, homesite, recreation, residential, mineral and commercial properties.
Appraisal for sale, exchange, lease and condemnation of the above types in fee, partial taking, and easements or rights of way.

Special appraisals:

Communication sites (micro-wave and radio repeater), timber, mineral and agricultural trespass.

GEOGRAPHIC AREA:

Northern California, Oregon, and Washington.

I HAVE APPRAISED FOR THE FOLLOWING: 1978-1983

Wallowa County Court
Oregon State Highway Department
Pacific Power and Light Company, Portland, Oregon
Oregon Department of Veterans' Affairs
U. S. National Bank, LaGrande, Oregon
First National Bank of Idaho-Trust Department, Boise, Idaho
First Interstate Bank, Enterprise, Oregon
U. S. National Bank, Enterprise, Oregon
Wallowa County Bank, Joseph, Oregon
First State Bank of Elgin, Wallowa, Oregon
Columbia River Banking Company, The Dalles, Oregon
U. S. Forest Service, Portland, Oregon
U. S. Bureau of Land Management, Portland, Oregon
U. S. Park Service, San Francisco, California
Most attorneys in Wallowa County
Numerous individuals

I have been qualified as an expert witness in Federal and State Courts.

9 5

STATE OF OREGON

INTEROFFICE MEMO Buzz

TO: D. E. Swan
Operation Programming Engineer

DATE: March 25, 1983

SUBJECT: Preliminary Plan Approval
Wallowa River (Stein) Bridge Section
FAS B 636 (County Road
Wallowa County

Enclosed is one set of Preliminary Plans dated March 15, 1983 concerning replacement of the Wallowa River (Stein) Bridge and channel change which has been approved by the Wallowa County Court.

You will note "Diamond Prairie Road" has been lined out in red. This is not correct as Diamond Prairie Road lies west of the City of Wallowa which is several miles from this project. In checking with Verne Russell, County Surveyor, it was found this road does not have any official name. Therefore, it is suggested the title sheet show "County Road" in parentheses.

Also, the County Court has indicated they will seek reimbursement for the cost of the necessary right of way to construct the channel change. Originally no right of way was anticipated for this project. By copy of this letter I am asking Wallowa County to identify their anticipated costs in obtaining the required right of way so it may be included in the program amount. need P.C.R?

Please take the necessary steps to advance the project towards contract letting.

Roger C. Lang

Roger C. Lang
Region Federal Aid Specialist

RCL/vt
Enc.
cc: Stanley J. Farris
Verne Russell
Skip Lovell
Harold Brainerd
J. A. Schlieski

PROGRAM MANAGEMENT SECTION

DHM ☐ DES ☐

SHM ☐ MJK ☐ DNH ☐

MAR 3 0 1983

REFERRED TO_____

FOR _____

FILE: PM FA LG.

9685 3-A-5

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typical Sections & Summary
3	Plan & Profile

Temp Rel. & Direction of Traffic To Be Written in the Special Provisions

STATE OF ORE

DEPARTMENT OF TRAN

STATE HIGHWAY

PLANS FOR PROPOSED PR

WALLOWA RIVER (STEIN

FAS B 636 (~~DIAMOND PR~~

WALLOWA COUNTY

Sketch Map

Scale 0 1 2 Mi

BEGINNING OF PROJECT
Sta. 8+90

ATE OF OREGON

NT OF TRANSPORTATION

HIGHWAY DIVISION

NS FOR PROPOSED PROJECT

WALLOWA RIVER (STEIN) BRIDGE SEC. FAS B636 (DIAMOND PRAIRIE ROAD) WALLOWA COUNTY				SHEET No. 1
FED ROAD Div No	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS See Index
10	OREGON			

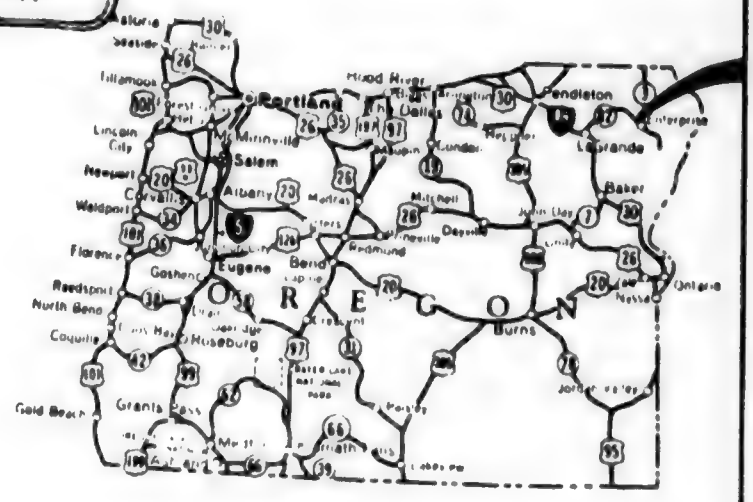
HBR-C

PRELIMINARY COPY
MAR 15 1983
SUBJECT TO CHANGE
FINAL DESIGN UNIT

ER (STEIN) BRIDGE SEC.

(DIAMOND PRAIRIE ROAD)

WALLOWA COUNTY



END OF PROJECT
Sta 11+65

N

APPROVED BY

COUNTY OF WALLOWA
T 1 S.
T 2 S.

PRELIMINARY COPY
SUBJECT TO CHANGE

JUDGE OR CHAIRMAN

COMMISSIONER

COMMISSIONER

DATE 3/23/83

REGISTERED PROFESSIONAL ENGINEER — OREGON — OCT 20 1909 — H. S. COULTER

REGISTERED PROFESSIONAL ENGINEER 4988 — OREGON MAY 19, 1980 — EDGAR S. HUNTER

H. S. Coulter — STATE HIGHWAY ENGINEER

E. S Hunter — ASSISTANT STATE HIGHWAY ENGINEER

Sketch Map
Scale 0 1 2 Miles

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Tom Walsh	VICE CHAIRMAN
Peter J. Brix	COMMISSIONER
Robert F. Dwyer	COMMISSIONER
N. B. Giustina	COMMISSIONER
Fred D. Miller	DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED

FIELD OPERATIONS ENGINEER — DATE

LOCATION NARRATIVE REPORT ADDENDUM

Subject: Wallowa River (Stein) Br.
FAS B636
Wallowa County

Work to be done: Bridge Replacement

Vertical Alignment: The final elevation for the bottom of the structure was established in the Hydraulics Report. We have corrected the structure elevation accordingly.

With the County's request that the end fills be limited to as short as possible, due to conflicts with R/W, etc. we have not established vertical curves, etc. This type of roadwork does not warrant the development of vertical curves on a computer run. THE GRADELINE WILL BE ESTABLISHED BY THE ENGINEER IN THE FIELD.

Horizontal Alignment: "L" line and "P" are the same across the structure.

Skew: Even after reading the Hydraulics Report I don't recommend any skew angle. The stream banks are being eroded in the NW quadrant of the project and the suggested skew angle directs the stream into the same problem area. If anything we should begin to skew the structure in the other direction to get it started around the bend. I STILL RECOMMEND A SKEW ANGLE OF 0.

Temporary Protection & Direct: We've proposed a temporary sign be placed at the first intersecting road to the south indicating that the "ROAD CLOSED 2.5 MILES AHEAD. The other temporary signing includes:

2 - BRIDGE CONSTRUCTION AHEAD (36 x 36) No amber flashers
2 - ROAD CLOSED (48 x 30) near the bridge site
1 - ROAD CLOSED - 2.5 MILES AHEAD (60 x 30) at southerly intersection

Contractor to provide Type 3 temporary barricades at the site to close the road - under the item for T P & D T.

Bid Items: We recommend where possible that the bid items be established as lump sum items - in order to reduce costs and necessary manpower. On these small projects LUMP SUM PAYMENTS are usually not a problem.

Material Sources: No material sources are being identified. Most of the materials could be obtained from commercial sources. The embankment quantity can come from the channel excavation.

Paving: We recommend no paving be set up for the bridge deck. Wallowa County does not use salt and has prefered in the past to leave the deck unpaved. They will pave it in the future when the roadway is improved.

Joseph H. Schlicker
1-28-83

LOCATION NARRATIVE REPORT

Subject: Wallowa River (Stein) Br.
FAS B636
Wallowa County

Work to be done: Bridge Replacement

The proposed project is the replacement of an existing narrow steel pony truss, with a prestressed concrete structure, over the Wallowa River.

Existing Structure: The existing bridge is a light weight steel pony truss, 51' span, with an 18' travel way - and is currently posted for 10 ton load limit.

Proposed Structure: The proposed structure is a 50 to 55' prestressed slab span - the final length to be determined by our hydraulic section. The structure will have a 28' roadway width with metal railing.

Foundation: Existing - we're uncertain of the existing structure's foundation. We've assumed it to be only concrete abutments on spread footings - there are stress cracks in the abutments in the bearing area for the truss.

Proposed - the foundation exploration work has been completed - we have not assumed the type of support for this structure - our Foundation Unit will give us their recommendation.

Scour: Scour does not appear to be a serious problem on this old structure. However with the river gravels encountered and the high runoffs that occurr in the spring - the possibility of scour should be considered.

Erosion: Dikes of stream gravels have been built along the river channel to contain the runoff. There have been problems maintaining these dikes - due mainly to the type of material used - clean well rounded river gravels. With the proposed new location for the new structure - riprap will be needed to protect the end fills and construct a portion of the dike on the upstream side of the bridge.

Drift: With the drainage area involved - drift is a potential problem but we have not noted any particular problems during this location.

Icefloes: Icefloes can occur in this river. For this reason we request a clear span with no reduction in vertical clearance under the structure.

Structure Waterway: The existing structure waterway appears to be adequate for most high-water. There have been some flooding of the surrounding area when the river overflowed the banks and inundated the adjacent low ground. The construction of the dike has helped to prevent this flooding problem and contain the runoff in the main channel and through the structure opening.

Highwater: No definite highwater elevation has been established. The dikes constructed have apparently been containing the runoff to the main channel.

Drainage Area: Refer to the following quadrangle sheets - Enterprise, Oregon; Eagle Cap, Oregon; and Joseph, Oregon.

Channel Work: With our proposal to shift the structure to the south along the centerline of the road - some channel work will be necessary on the SW corner of the new structure. However this appears to be the channel that the river is trying to take - note the erosion problem on the SE corner of the existing structure. The proposed channel change appears to be considerably worse on paper than on the ground - note the photos being submitted.

Game Commission: I've discussed this channel work with Ken Witty, Fish Biologist, in Enterprise. He expressed no particular concern - however he reserved the right to review our final proposal and advise us on how the channel work could be done. As long as we can excavate the material from the channel by the use of a large backhoe or dragline and essentially work away from and out of the water - we shouldn't have any problems. I discussed the general project with Ken and don't anticipate any problems as long as we follow the normal precautions. Any excavation for the bents must be isolated from the free flowing stream by berms, cofferdams or cribs. Dewater from the excavations must not be allowed to return directly to the stream - but must be pumped into a settling basin to remove the silt. Fresh concrete or other stream contamination will not be alowed in the free flowing stream.

Horizontal Alignment: The "P" line is the existing centerline of the present structure.

Vertical Alignment: We plan to maintain the present vertical clearance under the new structure. However we are able to lower the finish grade of the roadway due to the change in depth between the old and new structures.

Skew: The proposed structure is normal to the river - the skew angle is 0.

Grading Work: The approaches to the new structure will be constructed by the contractor. The final gradeline and length of the new connections will be determined in the field by the project manager. The county has requested the shortest possible connections due to limited R/W and proximity of buildings, etc.

Proposed Typical Sect: The proposed typical section is shown on the location map.

Structures Upstream & Downstream: The upstream and downstream structures pick up other drainage and do not truly represent the river flow at this location. We've included x-sections of several other structures in the field notes.

Utilities: Pacific Power and Light Company maintains a power line that crosses over the structure. Until the final structure design is determined the extent of a possible conflict is unknown.

General Telephone maintains the service in this area and they are currently attached to the existing structure on the upstream side. Their utility will have to be temporarily relocated during construction. Provisions will be made on the new structure to suspended the telephone conduit from the metal rail posts.

Structure Utility Contacts: General Telephone Co. will remain underground with their utility in a conduit across the structure. Assuming we will be using the bolt-on metal rail posts - side mounted on prestressed slabs - I recommend the 3/4" dia. hole for utility contact be provided in every post. Depending on the type of abutments used - we'll probably need utility holes through the end bents - a 4" to 6" diameter utility hole should be adequate.

Existing Structure: The existing structure is to be removed and becomes the property of the contractor to be disposed of in a manner suitable to the engineer.

Detour: No detour will be necessary. The road may be closed to thru traffic. Temporary signing should be included in the contract to be used on either end of the county road indicating that there is bridge construction ahead and the road is closed to thru traffic. At the structure site the contractor should install barricades to close the road.

Minorities: No minorities have been identified within the limits of the location survey. There is no alternate route and no residents are being displaced.

R/W: The structure will be built within the existing R/W.

Date of Award: We apparently are not ready to schedule the letting of this contract - until funding is available. Preferably we should try to schedule the letting for early spring so that construction can begin immediately after the spring run-off.

Contract Time: The Wallowa River bisects the rancher's property at the site of this structure. Closing the road will be a hardship on his operation. We would recommend that the contract time be kept to a minimum. The contractor should be required to have all materials available before beginning work and must complete it promptly once started. If there is a genuine reason for the temporary suspension of the work it can be handled in the field. We tend to allow too much time on projects of this type.

Temporary Protection & Direct: Temporary protection and direction of traffic will be a minor item on this contract. The County will allow the road to be closed. We need barricades at the structure site and temporary signing in either end of this section of county road indicating that there is BRIDGE CONSTRUCTION AHEAD , ROAD CLOSED TO THRU TRAFFIC.

Work to be done by the County: The County will do no work on this project. They will be responsible for the relocation or adjustment of utilties.

Cost Estimate: A better estimate of cost will be determined after the length and final structure design has been determined by Salem.

Joseph A. Schlieski
Project Manager
11-30-82

LOCATION COST ESTIMATE AND QUANTITY SUMMARY

SECTION Wallowa River (Stein) Br. UNIT OR PART _____ sheet 1 of 2

HIGHWAY FAS - B636 PREFIX 532-1902 COUNTY Wallowa

ITEM NO	SPEC. NO	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	UNIT PRICE	AMOUNT
1		Mobilization @ 10%	All	100%		10,000
2		Temporary Protection & Direction of Traffic	All	100%		1,000
3		Temporary Signs	Sq. Ft.	51	7.00	357
4		General Embankment (450 cu. yds)	All	100%	5.00	2,250
5		Channel Excavation (400 cu. yds)	All	100%	3.00	1,200
6		Pitrun Base	Cu. Yd.	210	8.00	1,680
7		3/4-0 Aggregate Leveling course	Cu. Yd.	65	10.00	650
8		Guardrail Type 2A	L. F.	100	20.00	2,000
9		Guardrail Type 3	L. F.	100	25.00	2,500
10		Guardrail Anchors Type 1	Each	4	350.00	1,400
11		Guardrail End Pieces Type C	Each	4	100.00	400
12		Loose Riprap Class 700	Cu. Yd.	250	20.00	5,000
13		Bridge Removal Work	All	100%		5,000
14		Structure Excavation (230 cu. yds)	All	100%	10.00	2,300
15		4' x 55'/60' Prestressed Slabs	Each	7	4500.00	31,500
16		Structural Concrete (110 cu. yds)	All	100%	250.00	27,500
17		Reinforcement (21,000 lbs)	All	100%	0.60	12,600

LOCATION COST ESTIMATE AND QUANTITY SUMMARY

SECTION Wallowa River (Stein) Br. UNIT OR PART _____ sheet 2 of 2

HIGHWAY FAS - B636 PREFIX 532-1902 COUNTY Wallowa

ITEM NO	SPEC. NO	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	UNIT PRICE	AMOUNT
18		Metal Railing w/Tubing	L.F.	100	50.00	5,000
		Total Construction Cost - - - - - - - - - - - - -				$112,337.00
		Engineering & Contingencies @ 20%				22,500
		TOTAL ESTIMATED COST - - - - - - - - - - - - - - - -				$134,837

VICTOR ATIYEH
GOVERNOR

Department of Fish and Wildlife
REGION IV—NORTHEAST OREGON
RT.1, BOX 278, ENTERPRISE, OREGON 97828

December 3, 1982

State Highway Division
P.O. Box 850
LaGrande, Oregon 97850

ATTN: Joseph A. Schlieski

I have reviewed the project site map and the narrative report for the planned replacement of the Wallowa River Bridge at the Stein Ranch.

We have no additional comments other than what has already been indicated to you as mentioned on the second page of your report describing Channel Work. The timing of the work is indicated as after spring run-off which is applicable to our fishery concerns also.

Thank you for the opportunity for us to comment.

Sincerely,

Gary A. Anderson
Asst. District Fishery Biologist

cc: Region
Files

12-16-82

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTER OFFICE MEMO
LOC 8

TO: F I L E

DATE: January 17, 1983

David W. Bryson

FROM: David W. Bryson, P.E.
Assistant Hydraulics Engineer

SUBJECT: Wallowa River (Stein) Bridge
FAS B636
Wallowa County

The proposed project will replace an existing 47-foot long steel pony truss. The new structure will be placed on the same alignment as the existing structure.

HYDROLOGY

The Wallowa River is an east-west tributary of the Grande Ronde River and drains an area of approximately 249 square miles above the proposed bridge site. The recurrence interval vs. peak discharge relationship listed below was determined from an expanded version of the Grande Ronde River basin, Zone II chart contained in the OSHD Hydraulics Manual.

Recurrence Interval	Peak Discharge
100-year	5,400 cfs
50-year	4,700 cfs
25-year	4,100 cfs
10-year	3,100 cfs
5-year	2,450 cfs

Walter Stein, who once lived in the house immediately northeast of the bridge, was contacted about flooding at the bridge site. According to Mr. Stein about 15 years ago the gradeline of the southerly approach was raised and a 6' x 4' pipe-arch was placed under the roadway to handle the overbank flow. Prior to this, roadway overflow only occurred on the southerly side of the bridge. Since the southerly approach has been raised, the floodwaters have not overtopped this side of the bridge; however, the northerly approach has been overtopped. Mr. Stein stated that water had been up to the sills around the house. Based on information provided by Mr. Stein, the floodwaters have reached elevation 4,543.5 feet during the past 15 years. Mr. Stein also stated that ice jams have occurred at the bridge site and they have been freed by dynamiting.

There is a dike along the northerly river bank immediately upstream of the bridge which provides some protection to the house during minor floods. Since the dike is constructed from well-rounded river gravel, it was assumed it would be breached during a major flood.

HYDRAULIC DESIGN

The 25-year flood of 4,100 cfs was chosen as the design flood with an estimated highwater elevation of 4,542.7 feet (MSL). During the 100-year flood the estimated highwater elevation is 4,543.3 feet (MSL). The above elevations are considered "natural" highwater elevations since they were computed without a structure or highway embankment constricting the waterway. These elevations are the base elevations used to determine the amount of backwater created by the alternates analyzed.

The existing bridge was analyzed and found to create 1.2 feet of backwater during the design flood resulting in a highwater elevation of 4,543.9 feet (MSL) along the upstream side of the bridge. During the 100-year flood the existing bridge will create 1.2 feet of backwater resulting in a highwater elevation of 4,544.5 feet along the upstream side of the bridge. The roadway overtopping flood is estimated to have a six-year recurrence interval (2,675 cfs). The roadway will be overtopped when the floodwaters reach elevation 4,542.5 feet (MSL).

Apparently since the existing structure was constructed, the river alignment has changed slightly. Part of the flow impinges upon the southerly approach fill and is then deflected through the structure opening. The new structure should be shifted to the south until the southerly abutment is aligned with the upstream bank. Shifting the position of the structure will require changing the channel downstream of the bridge. It is suggested that the bents of the structure be skewed 10 degrees. The attached sketch shows the suggested structure location and the channel change.

It is suggested that the proposed structure provide a waterway area of 460 square feet below the design highwater elevation of 4,542.7 feet. With the channel bottom at elevation 4,535.5 feet for that portion which will be excavated, the waterway area is satisfied with a 55-foot structure with vertical abutments. A structure with spillthrough abutments should also provide the above mentioned waterway area. These structures will create 0.5 feet of backwater during the design flood resulting in a highwater elevation of 4,543.2 feet along the upstream side of the bridge. During the 100-year flood 0.7 feet of backwater will be created resulting in a highwater elevation of 4,544.0 feet along the upstream side of the bridge. The roadway overtopping flood is computed to have a 13-year recurrence interval (3,400 cfs). The roadway will be overtopped when the floodwaters reach elevation 4,542.5 feet. It is suggested that the bottom of the beams be placed at elevation 4,543.8 feet. Also, since this river is subject to ice floes, a single-span structure would be preferred over a multiple-span structure.

RIPRAP

If a vertical abutment structure is used, then the toe of the abutments should be protected with a toe trench of Class 700 loose riprap. With spillthrough abutments the slopes should be protected with a three-foot thick blanket of Class 700 loose riprap. This protection should have a toe trench and a filter blanket.

DWB:ge
Attachment

cc w/att Frank Terpin
Bob Hector
Walt Hart
Jack Davis
Don Adams
Herb Schell, FHWA

WALLOWA RIVER (STEIN) BRIDGE

T. 1 S., R. 43 E., W. M.

ble Jct. Boxes
d from Existing

6.91<
8'30"Lt.

House

TBM#

42

10°

Test Hole
#1

Class 700 loose
riprap

4x6' Arch

Proposed
structure

Test Hole#2

WALLOWA RIV.

Bank line of
proposed channel
change

HYDRAULIC DATA

	DESIGN FLOOD	BASE FLOOD	ROADWAY OVERTOPPING FLOOD	MAXIMUM FLOOD YEAR ( )
Discharge cfs / m^3/s	4,100**	5,400	3,200	
Frequency — yrs.	25	100	13	
H.W. Elevation ft. / Natural Channel m.	4543.2*	4544.0*	4542.5*	
H.W. Elevation ft. / Channel Change m.	—	—	—	
Average Velocity fps / mps	8.3±	9.0±	7.6±	
Headwater Elevation ft. / m.	—	—	—	
Tailwater Elevation ft. / m.	—	—	—	

For Canals: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS:

* The highwater elevation includes the backwater created by the crossing.

** During the design flood 3,800 cfs is flowing through the bridge. The remaining 300 cfs is conveyed through the 6' x 4' pipe-arch to the south and across the roadway to the north.

OREGON DEPT. OF TRANSPORTATION
HYDRAULICS UNIT

Wallowa River (Stein) Bridge
FAS B636
Wallowa County

COMPILED BY: Dave Bryson

DATE: January 20, 1983

IRREVOCABLE
LIMITED POWER OF ATTORNEY
LOCAL GOVERNMENT INVESTMENT POOL

The Wallowa County, Oregon hereby appoints the
Local Government Unit
Investment Manager of the Oregon State Excess Fund, as attorney in fact for it and said officer shall have the power of attorney to negotiate warrants made payable to the Oregon State Department of Transportation, Highway Division and delivered to said officer by either H. S. Coulter, State Highway Engineer; Vernon E. Skoog, Highway Division Controller; Frank R. Griffin, Highway Division Assistant Controller; or Richard Hacek, Highway Division Assistant Controller for the State of Oregon, for the purpose of depositing the proceeds of such warrents to the account of the Oregon State Department of Transportation, Highway Division, with the Oregon State Treasurer.

The Wallowa County, Oregon has deposited with
Local Government Unit
the State of Oregon Investment Pool the sum of $ 2,970.00. The purpose of this deposit is to create a fund from which to pay its share of the cost of certain improvements to be made in connection with Wallowa River (Stein)
Project Name
Bridge Replacement Project - FAS B-636

By this document it authorizes the Highway Division of the State of Oregon, Department of Transportation to draw on the account created by this instrument for the purposes above stated with the State Excess Fund. The authorized signatures of withdrawal will be one of any of the following: H. S. Coulter, Vernon E. Skoog, Frank R. Griffin, or Richard J. Hacek. The signature of either upon a voucher in a form acceptable to the custodians of the State Investment Pool shall constitute proper authority for the withdrawal of money up to the total amount of the deposit identified above.

The authorized signatures of the above individuals shall be furnished by the Highway Division of the Department of Transportation to the State Treasury Department.

This power of attorney was authorized by Wallowa County,
Local Government Unit
Oregon
this 8th day of April, 1982 by a vote of the majority of a quorum of its governing body.

WALLOWA COUNTY, OREGON

By Jean E. Butler
Commissioner

By Marion W. McCrae
County Judge

By Clifford C. Tallmadge
Commissioner

Pool Account No. 4080

Form No. 734-1812(2-80)

April 7, 1982

Wallowa County Court
P.O. Box 160
Enterprise, OR 97828

AGR

Attention: Marjorie Martin
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 7652

Gentlemen:

Attached for your records is a fully executed copy of an agreement for a highway bridge replacement project on the Wallowa River (Stein) Bridge.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn

Att.

bc Don Harwell (agree. att.)

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.: PRO

Date: April 5, 1983

To: Executive Department
Federal-Aid Coordination Unit

NOTED
H.S. COULTER

From: D.E. Swan, P.E., P.L.S.
Program Control Engineer

Subject: Notice of Intent for Federal-Aid Funds
State Admin. Dist. No. 13
Section: Wallowa River (Stein) Bridge
Highway: FAS 8636
County: Wallowa

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for Federal-Aid funds on this project to be replace existing structure with pre-stressed concrete slab structure.

DJT:bks
Attachments
cc: D.E. Wilken, FHWA
H.S. Coulter
F.E. Terpin
J.B. Boyd (2)
J.H. Versteeg (3)
Gary Potter
W.J. Hart
Reg. 5 Engr.: R.D. Hector
Dis. 13 Engr.: Clayton Ansell
Aeronautics Division
David Powers, Parks
D.J. Tindall

RECEIVED
STATE HWY ENGR
APR 7 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form 734-3122

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT: Department of Transportation	[45	46] DIVISION: Highway		[79
03	12] APPLICANT ADDRESS STREET: Transportation Building	[45	46] CITY: Salem	[60	76] ZIP: 97310
04	12] CONTACT PERSON: D. E. Swan	[45	46] AREA CODE: 503 [48	49] PHONE: 378 [55	56] EXTENSION: 6563 [59
01	12] PROJECT TITLE: Wallowa River (Stein) Bridge				[71
11	12] PROJECT LOCATION—CITY: FAS B636		PROJECT LOCATION—COUNTY: Wallowa	PROJECT LOCATION SEC: T: R:	[79
05	SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK): Replace existing structure with pre-stressed concrete				
06	12] slab structure.				[71
07	12]				[71
08	12]				[71
09	12]				[71
10	12]				[71

	AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	15,480		900	2,970		19,350

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE: Title 23 USC Highways	[71
15	12] FEDERAL AGENCY NAME: U.S. Department of Transporation [45	46] FEDERAL SUB-AGENCY NAME: FHWA [79

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	[ ] 13	[ ] 14	[ ] 15	[ ] 16	[ ] 17	[ ] 18	[ ] 19	[ ] 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
[X] 21	[ ] 22	[ ] 23	[ ] 24	[ ] 25	[ ] 26	[ ] 27	[ ] 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?	(D) REVIEW REQUIRED by A-95	(E) ENVIRONMENTAL IMPACT	(F) HOUSING RELOCATION REQUIRED
Yes [X] 29 No [ ] 30 Date: 4-4-83	Yes [X] 31 No [ ] 32	Yes [X] 33 No [ ] 34	Yes [ ] 35 No [X] 36

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH: May [42	43] DAY: 4 [44	45] YEAR: 1983 [46

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III Explain deviations if any, from pertinent plans.

•

IV. Federal Catalog number (or Public Law no. and title)

V. Has funding agency been notified? No ☐ Yes ☒ Date: 4-4-83

VI. If project includes state funds (12C), identify agency Highway Division

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE	STATE SHARE	TOTAL
First Year	% $	% $	% $
Second Year	% $	% $	% $
Third Year	% $	% $	% $

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 2 Project of Categorical Exclusion according to the new environmental quality guidelines.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No..

ENV 3

February 26, 1982

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

RE: Project Classification
Wallowa River Bridge, #32C38
FAS B-636
Wallowa County
BRS-B636(-)

Dear Mr. Wilken:

Attached is an environmental project classification for the subject project. It is our opinion that the project is appropriately classified as Class II, Categorical Exclusion, according to the new Council on Environmental Quality guidelines. Your concurrence is requested.

Very truly yours,

Gary A. Potter, Manager
Environmental Section

GAP:cr

Attachments (3)

CONCUR:
for Division Administrator 3/8/82 Date

RECEIVED
MAR 01 1982
OREGON DIVISION

BEN GIFFORD

ENVIRONMENTAL SECTION
March 9, 1982

cc: J. B. Boyd (3)
J. H. Versteeg (4)
B. L. Gifford (2)
L. E. George (2)
D. H. Moehring
W. J. Hart
C. T. Keasey
F. E. Terpin
Local Programs Unit
Phil Lewellyn
Surfacing Design
W. E. Schwartz
John Preston
Vernal Moore

Form 734-3122

BRS-B636(-)

OREGON STATE HIGHWAY DIVISION
PROJECT CLASSIFICATION

A. Project Identification:

Date February 26, 1982

Section Wallowa River Bridge, #32C38 City _____ Hwy. No. _____

Highway FAS B-636 Begin M.P. _____ Length _____

County Wallowa Program Estimate $126,950

Region 5 Funding Source HBR-C

(Attach Project Location Map)

B. Purpose, Need, and Description of Project (Describe Alternatives):
The purpose of the project is to replace a deteriorating, one-lane substandard bridge which has been identified by the Federal Highway Administration as in need of replacement. The proposal calls for the replacement of the existing steel pony truss with a tapered prestressed reinforced concrete slab span structure (including tapered embankment approaches). The only available alternative is to "do nothing", thereby retaining the existing bridge which is badly deteriorated (especially the deck), and will safely carry only 10 tons. This is requiring many farm vehicles to use alternate routes resulting in considerable out of direction travel.

C. Recommended Project Classification:

Project Class		Documentation
_____	I	Draft and Final EIS
X	II	Categorical Exclusion
_____	III	Environmental Assessment

Other Documentation:

__ Wetlands Finding
__ Cultural Resource Survey
__ Section 106 Procedures
__ Noise Study Report
__ Indirect Source Construction Permit
__ Section 4(f) Determination

Basis for Recommended Classification: The proposed project is a bridge replacement with some embankment road construction. Minimal or no excavation is anticipated depending on selection of end bent design. Little or no adverse impacts are anticipated on either the human or physical environment. Recommended project classification is Project Class II (Categorical Exclusion)

D. Descriptions:

	Existing Facility	Proposed Facility
Number of Traffic Lanes	1	2
Median (Yes/No)	No	No
Shoulders (Yes/No, Paved/Gravel)	No (Gravel Rd)	No
Average Daily Traffic (Volume and Year)	180/1980	Same
Alignment (New, Combined, Existing)	Existing	Existing
Speeds (Posted and Estimated)	35 mph estimated maximum speed, gravel surface adjacent to Farm-barn complex.	

(12-15-80)

Preliminary Identification of Environmental Impacts:

1. Estimated Right-of-Way Impacts:

   Acres 0

   Estimated Number of Parcels _____

   Residential Relocation (No.) _____

   Business Relocation (No.) _____

   Describe:

2. Estimated Impact on Land Use:

   None.

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety:

   Little impact on traffic volumes is anticipated except for farm related equipment that is currently too large and/or heavy to be accommodated by the existing structure. Safety will be improved with the replacement of the existing narrow, deteriorating bridge. During construction traffic will be detoured on paralleling roads, causing several miles of out-of-direction travel for some destinations.

4. Estimated Impact on Rivers, Streams, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:

   No lasting impact on the Wallowa River is anticipated. The proposal contemplates using a single span to cross the river, so in-stream work is probably unnecessary. Some riprapping for erosion control may be done upstream at the southern end of the structure. Placement of riprap, because of its effect of reducing erosion, would benefit water quality.

5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:

   None. Both ends of existing bridge are involved in an adjacent agricultural operation. Fences and nearby garage may be on the right-of-way. A power pole and guy pole will have to be relocated. A telephone cable is buried and suspended from existing structure.

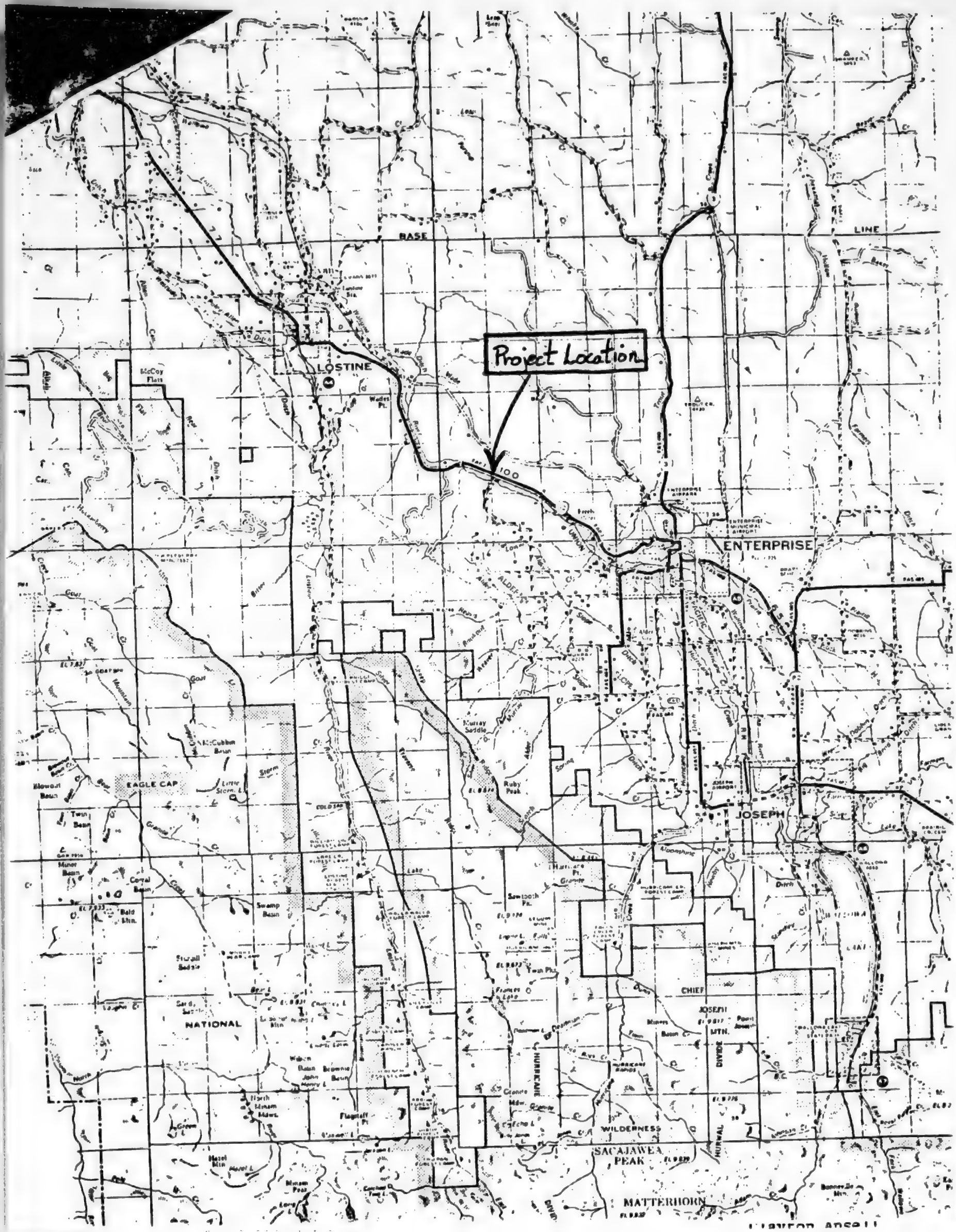
6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:

   None.

Name of Preparer and Phone Number: John Preston 963-3177

(Attach Project Location Map)

(10-14-81)


Project Location
BASE LINE
LOSTINE
McCoy Flats
ENTERPRISE
JOSEPH
EAGLE CAP
NATIONAL
CHIEF JOSEPH MTN.
HURRICANE
WILDERNESS
SACAJAWEA PEAK
MATTERHORN
Ruby Peak
Murray Saddle
Sawtooth Pk.
Twin Pks.
Flagstaff Pk.
Hazel Mtn.
Minam Peak
Bald Mtn.
Swamp Basin
Twin Basin
Minor Basin
Coral Basin
Blowout Basin
McCubbin Basin
Wallowa Lake
Hurricane Pk.
Granite
Aldercreek
Lostine
Wallowa Pk.
Trout
Storm
Cusick
Hurricane Creek
Divide
Lake
Creek
Mountain
Ridge
Basin
Canyon
Meadows
Pass
Lookout
Fork
Flat
Hill
Butte
Peak
Lakes
Trail
Road
Highway
Airport
Municipal Airport
Interpretive Airport
Union Pacific
Lookout Mtn.
Aldercreek Mtn.
Wallowa Mtn.
Sacajawea Peak
Matterhorn
Chief Joseph Mtn.
Eagle Cap
National
Wilderness
Hurricane Creek
Divide
Lostine
Enterprise
Joseph
Hayden Ansell

523-1902

D. E. Swan
Operation Programming Engineer

March 25, 1983

RE ☐ RCE ☐ RME ☐ ROE
RFA MAR 25 1983 ☐

RECEIVED
REGION 5 OFFICE

Preliminary Plan Approval
Wallowa River (Stein) Bridge Section
FAS B 636 (County Road
Wallowa County

Enclosed is one set of Preliminary Plans dated March 15, 1983 concerning replacement of the Wallowa River (Stein) Bridge and channel change which has been approved by the Wallowa County Court.

You will note "Diamond Prairie Road" has been lined out in red. This is not correct as Diamond Prairie Road lies west of the City of Wallowa which is several miles from this project. In checking with Verne Russell, County Surveyor, it was found this road does not have any official name. Therefore, it is suggested the title sheet show "County Road" in parentheses.

Also, the County Court has indicated they will seek reimbursement for the cost of the necessary right of way to construct the channel change. Originally no right of way was anticipated for this project. By copy of this letter I am asking Wallowa County to identify their anticipated costs in obtaining the required right of way so it may be included in the program amount.

Please take the necessary steps to advance the project towards contract letting.

Roger C. Lang
Region Federal Aid Specialist

RCL/vt
Enc.
cc: Stanley J. Farris
Verne Russell
Skip Lovell
Harold Brainerd
J. A. Schlieski

cc Don Adams

4/1/83 Neither Region nor Project Manager have any additional comment to offer on these preliminary plans for review (Your memo of 3/15/83).

Shirley Heath

REFERRED TO
Watson ... Manning
Cole ... Stoudenmeyer
Eriksen ... King
Beard ... Dorn ... Lau
Return Discuss Do File Due
By FINAL DESIGN ENGINEER

Venteog
Anderson
Adams
Macnab
Stoudenmeyer
Terpin
Trout
Wakerlig

RECEIVED
APR 4 1983
ROAD DESIGN SECTION

Do Not File
Return
Bring Up
Action

March 29, 1982

ACC

Vern Russell, PLS
Federal Aid Coordinator/Surveyor
Wallowa County
Courthouse
Enterprise, Oregon 97838

Dear Mr. Russell:

We have received Federal Highway Administration approval of the preliminary engineering phase of the Wallowa River (Stein) Bridge replacement project on FAS B-636.

As described in our Agreement No. 7652 the County's share of the preliminary engineering cost is:

Estimated Preliminary Engineering Cost	$19,350
Less Free Bridge Design to County	4,500
Basis for computation of County share	$14,850

COUNTY SHARE: 20% of $14,850 = $2,970

Please submit your P.E. advance deposit in the amount of $2,970, so that we may begin work.

On the attached sheet we have described three options for making an advance deposit. Please use the option of your choice.

Very truly yours,

Rec'd LGIP
4-13-82

D. E. Swan, P.E.
Program Control Engineer

KEH:pf
Attachment

bcc w/AD # 82-19: Roger Lang, Region 5
Vern Skoog - Please return completed AD # 82-19 when advance deposit is received.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: BRS-B636(1)

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.:

5. ITEM NO.: 20054

2A. COUNTY NAME: Wallowa

6. TO:

Mr. H. S. Coulter, State Highway Engineer
State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 3-23-82

8. FEDERAL ROUTE NUMBER: Secondary B636

9. STATE ROUTE NUMBER: County Road

10. GENERAL LOCATION:

WALLOWA RIVER (STEIN) BRIDGE SECTION

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [X] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including Archeological Salvage and Utility Preparatory work
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

TEC $19,350; Federal Funds $15,480

13. REMARKS

As requested by Mr. Swan's PEA dated March 11, 1982

RECEIVED
[illegible]
MAR 25 '82
REFER TO
Planning

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
3-23-82		for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

7685

STATE OF OREGON ☐ RE ☐ RCE ☒ RME ☐ ROE INTEROFFICE MEMO

☐ RFA

MAR 18 1983

RECEIVED
REGION 5 OFFICE

TO: Don Adams

DATE: March 18, 1983

FROM: JAS Jan Sabinski

SUBJECT: Wallowa River (Stein) Bridge
FAS B636
Wallowa County

"Grading plans review"

RECEIVED
MAR 23 1983
ROAD DESIGN SECTION

Vorcteeg
Anderson
Adams
Macnab
Stoudenmeyer
Terpin
Trout
Wakerlig

Do Not Use
Return To
Bring Up
Action

Section 111 - Temporary Protective and Directional Measures for Traffic:

I seriously question the need for amber flashers on a low speed county road closed to thru traffic.

The use of temporary continuous rail traffic barrier to close the road at the construction site has always been a problem on narrow roads. The contractor requires access and we continuously are in disagreement concerning maintenance of the traffic barrier. We've used Type III barricades in the past - staggered to allow the contractor access - and they worked quite well.

The Road Closed to Thru Traffic sign on the south end should indicate the distance to the closure.

There is absolutely no reason for flagging on a project closed to thru traffic - particularly this type of project.

Riprap and filter blanket:

I don't find any recommendation in the hydraulics report for filter fabric. I'm reasonably certain that the toe trench excavation material can be selected for the required filter blanket material.

REFERRED TO

Watson / Mann
Cole Stoudenmeyer
Eriksen King
Beard Dorn Leu
Return Discuss Do File Due
By FINAL DESIGN ENGINEER

If Joe is right, do we need fabric?

cc: Region
file

cy. / Adams

Leave the amber flashers and the filter fabric in the project -

Sabinski

Send your comments thru this office in the future - Don

7625

FAS B636

LOCATION PROSPECTUS

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME
Wallowa River (Stein) Bridge Section Bridge # 32C38

HIGHWAY NAME
FAS B636

HIGHWAY NUMBER

REGION	ADMINISTRATIVE DISTRICT	COUNTY	CITY
5	13	Wallowa	N/A

LENGTH	MILEPOST NUMBER		
0.1 mile ±		TO	[X] RURAL [ ] URBAN

LOCAL GOVERNMENT PROJECT? [X] YES [ ] NO

IF YES, UNIT OF GOVERNMENT: Wallowa County

TYPE OF FUNDS
[ ] FAI [ ] FAP [ ] FAS [ ] STATE [ ] FAUS [ ] OTHER HBR (On System)

METHOD OF CONSTRUCTION
[X] CONTRACT [ ] STATE FORCE [ ] OTHER

TYPE OF WORK
[X] GRADING [ ] PAVING [X] STRUCTURE [ ] SIGN [ ] SIGNAL [ ] ILLUMINATION [ ] ROADSIDE IMPROVEMENT [ ] OTHER

PROJECT DESCRIPTION

Replace steel pony truss structure with prestressed reinforced concrete slab span structure and construct approaches.

No detour-road will be closed during construction.

1 Versteeg ✓
Anderson
2 3 Adams
Olson
Sullivan
Terpin
Trout
4 Wakerlig

RECEIVED
MAR 23 1982
ROAD DESIGN SECTION

Do Not File [ ]
Return To
Bring Up /
Action

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME)	PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)
180	

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]
PROPOSED	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]

DESIGN SPEED (MPH)	DESIGN STANDARDS	TRAFFIC ANALYSIS		
*35	AASHTO	[X] LIGHT	[ ] MEDIUM	[ ] HEAVY

* Gravel road, County has no plans to oil this road because of high cost.

APPROVED
Location Engineer
Date 3-15-82

cc Watson
NOTED
L. K. WATSON

3 - FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	2 - varies 9'-11'	2 -14'
SHOULDERS	N/A	N/A
MEDIANS	N/A	N/A
PARKING LANES	N/A	N/A
SIDEWALKS	N/A	N/A
BIKEWAYS	N/A	14' lanes adequate for bikes.
INTERCHANGES	N/A	N/A
OTHER:	N/A	N/A

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☒	☐
Illumination	☐	☒	☐
Structures	☒	☐	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☒	☐	☐
River Wallowa River	☒	☐	☐
Stream	☐	☒	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☒	☐	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☒	☐	☐
Dept. of Geology & Min. Ind.	☐	☐	☒
Corps of Engineers	☒	☐	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☒	☐	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE
Agreements (City-County Etc.)	X		
Environmental Assessment	X		
Statewide Assessment		X	
Negative Declaration		X	
Environmental Impact Statement		X	
4-F Statement		X	
Citizen Advisory Committee		X	
Public Hearing		X	
Borrow Source			X
Material Source			X
Utilities	X		

Type Telephone and Electricity

	YES	NO	MAYBE
Hydraulics Study	X		
Soils Investigation	X		
Airport Clearance		X	
Economic Analysis		X	
Requires Field Survey	X		
Old Survey Available		X	
Requires Vicinity Map	X		
Requires Photogrammetry		X	
Requires Reconnaissance Survey		X	
Reconnaissance Available		X	
Design Review WITH COUNTY	X		

4 - WORK ITEMS

	TO BE PERFORMED BY APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING		X	
RIGHT-OF-WAY N/A			
CONSTRUCTION ENGINEERING		X	

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY		—
~~[illegible]~~ Project Category Request		—
CORRIDOR APPROVAL		—
FIELD SURVEY		1
PRELIMINARY DESIGN		—
DESIGN APPROVAL/FINAL EIS		—
RIGHT-OF-WAY DESCRIPTIONS		—
RIGHT-OF-WAY ACQUISITION		—
P.S. & E. DOCUMENTS		3
RECOMMENDED CONSTRUCTION DATE	(Region)	(Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
Widen and grade existing roadway with select pit run aggregates.		

7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

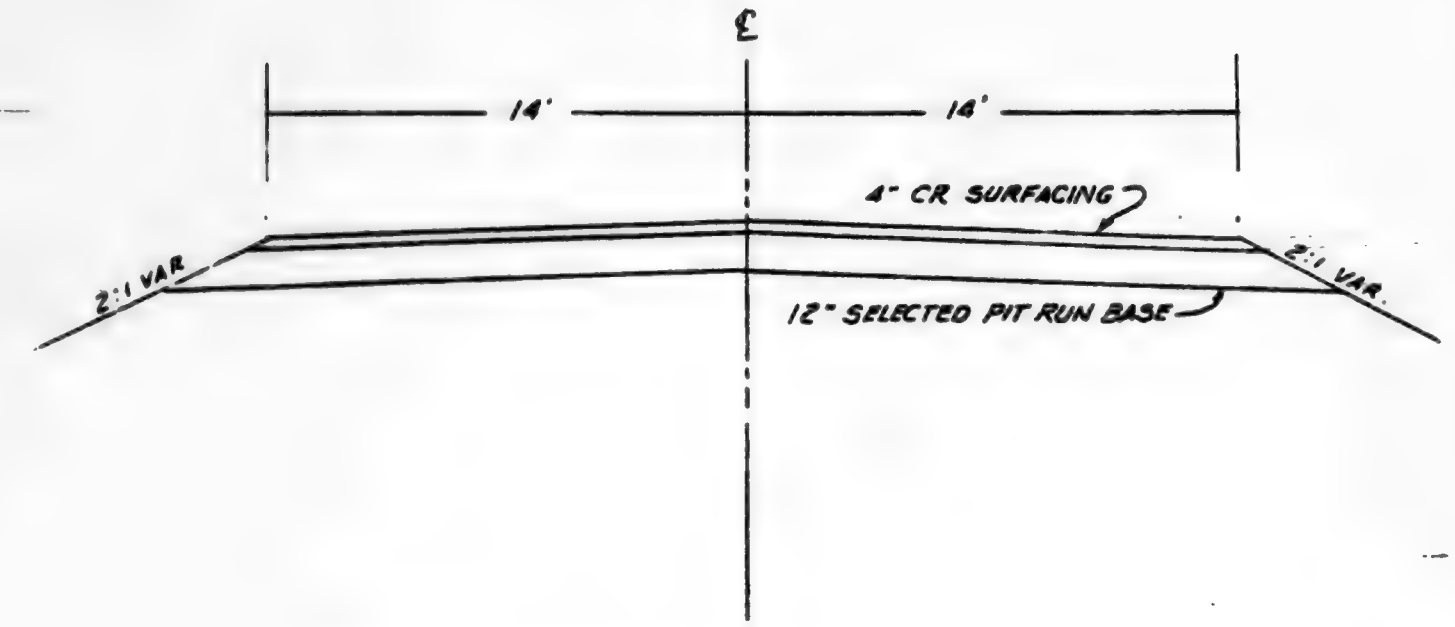
8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	18,650	19 350
RIGHT OF WAY	0	
TRAFFIC CONTROL	0	500
ILLUMINATION	0	
STRUCTURES 28'x 55'	61,800	69.000
RAILROAD	0	
ROADWAY	10,000	10.000
OTHER Remove Extg. Str.		5.000
ENGINEERING & CONTINGENCIES @ 40%	41,200	30.000
PROJECT TOTAL	131,650	# 133 850

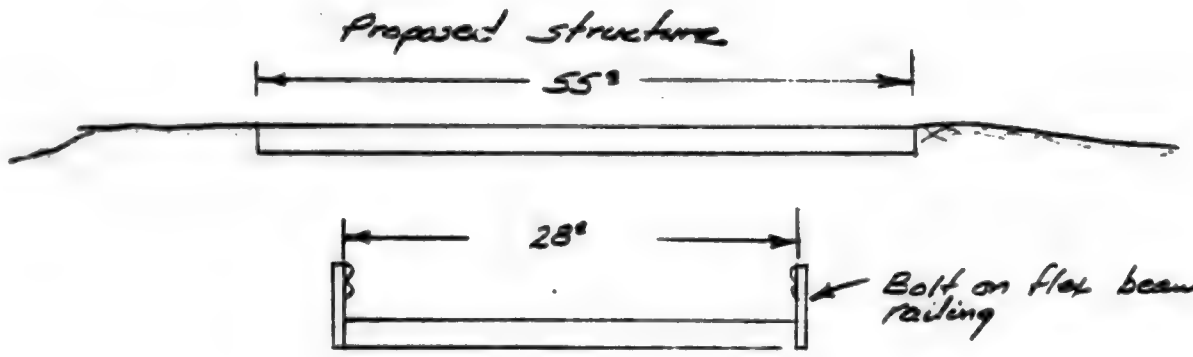
Note PE includes $4500 free bridge design under ORS 369.210.

SUBMITTED BY Logan C Long
Region Federal Aid Specialist

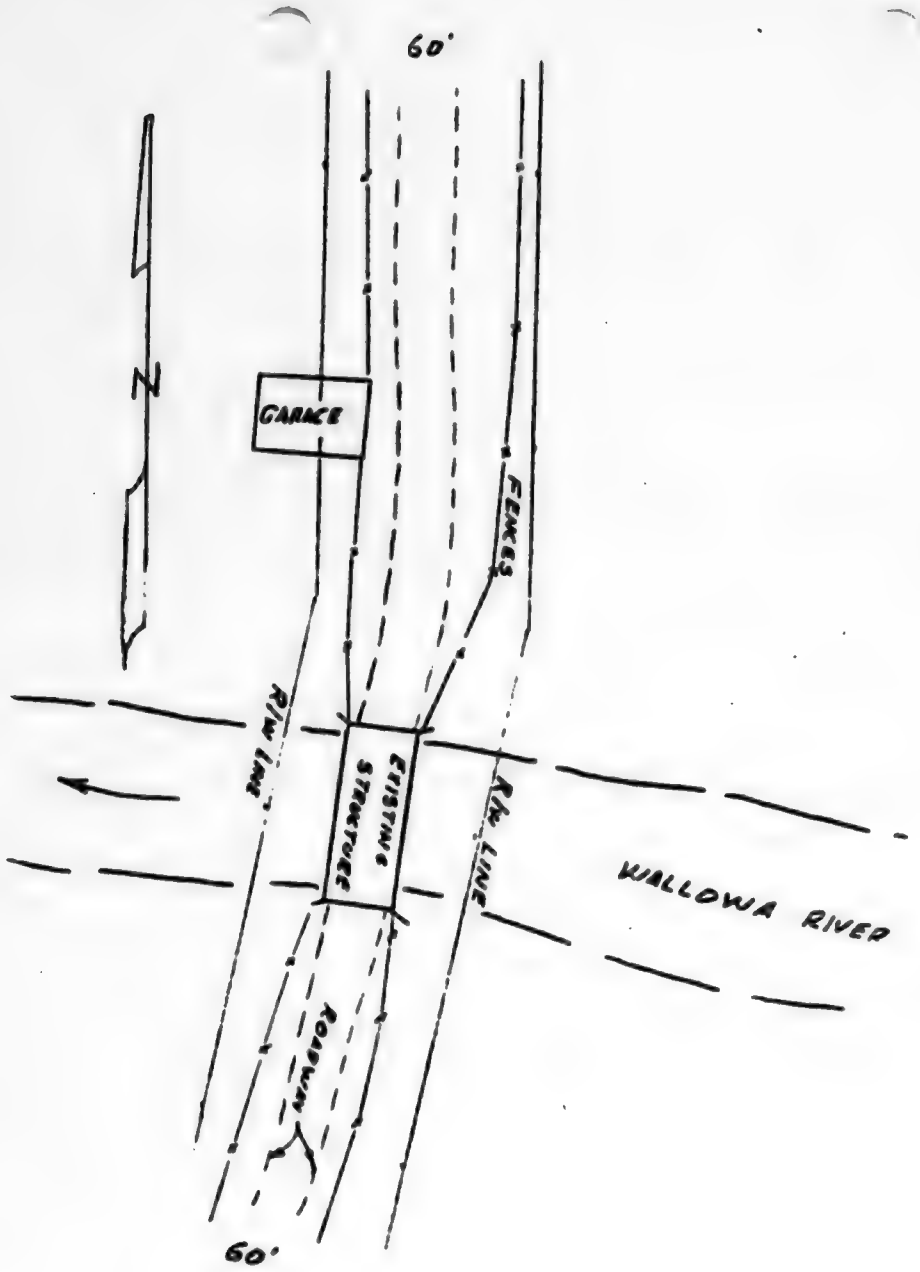
CROSS SECTION
APPROACH ROADWAY



CROSS SECTION AT BRIDGE
TAPER TO MATCH EXISTING 18 FOOT TRAVELLED ROADWAY



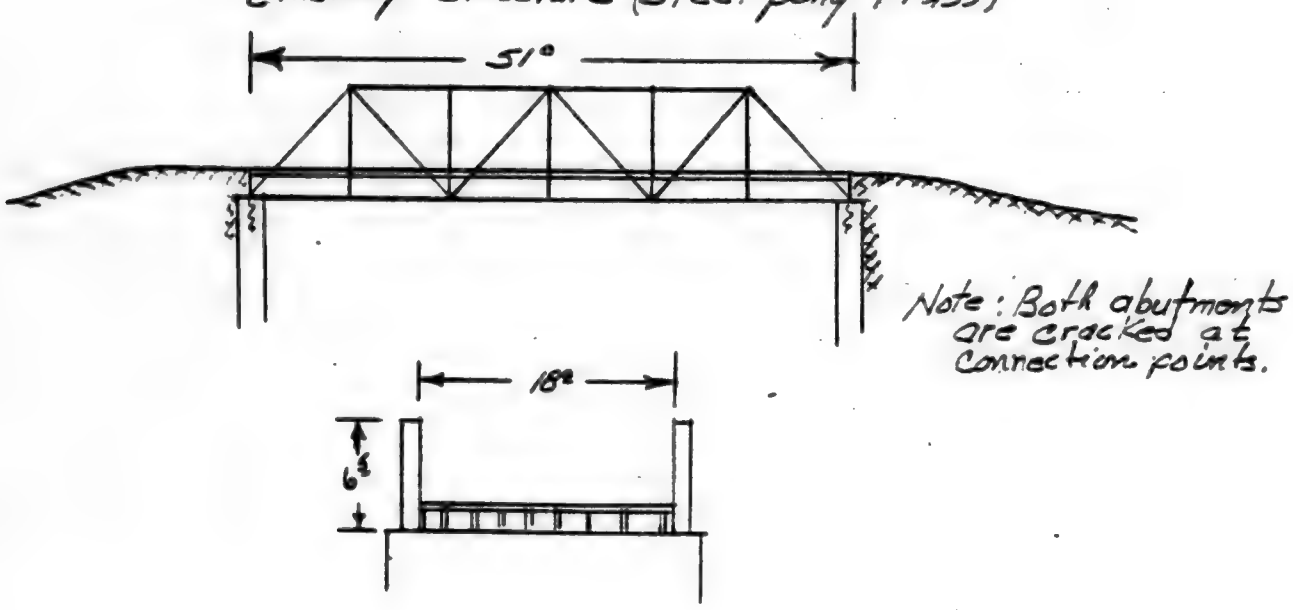
Note: Structure to be placed on pile or spread ftg. end bents. Taper roadway section back to exisig. width rapidly as possible



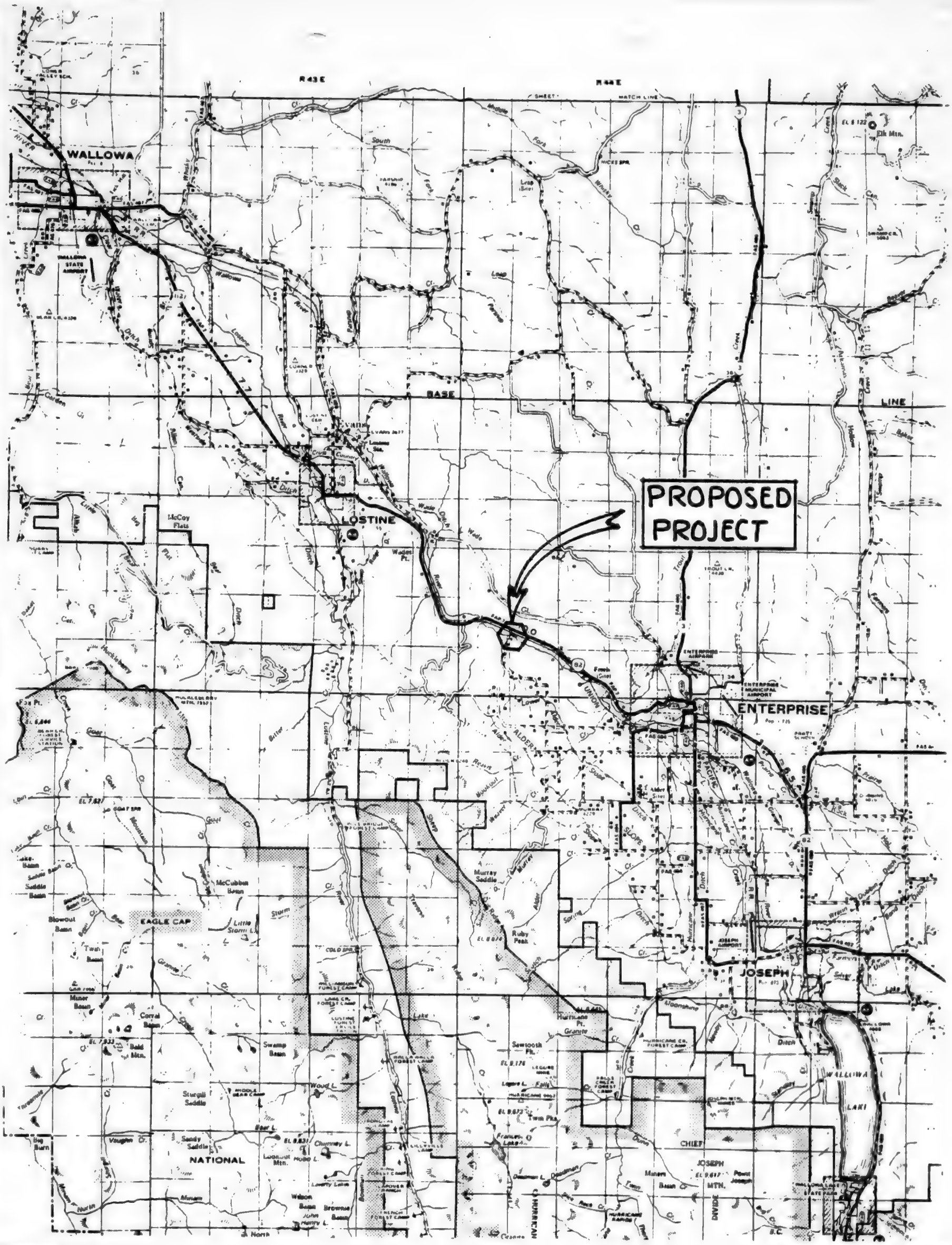
SKETCH
EXISTING STRUCTURE

SCALE: 1" = 60' APPROX

Existing structure (steel pony truss)



Note: Both abutments are cracked at connection points.


R43E
R44E
WALLOWA
LOSTINE
ENTERPRISE
JOSEPH
BASE LINE
PROPOSED PROJECT
EAGLE CAP
NATIONAL
WALLOWA LAKE
Elk Mtn.
Ruby Peak
Sawtooth Pt.
Hurricane Pt.
Twin Pks.
Joseph Mtn.
McCoy Flats
McCubbin Basin
Blowout Basin
Sturgill Saddle
Sandy Saddle
Murray Saddle
Swamp Basin
Minor Basin
Corral Basin
Wilson Basin
Browns Basin
Chimney L.
Little Storm L.
Wood L.
Bear L.
Twin Lakes
Frazier Lake
Lostine River
Wallowa River
Bear Creek
Hurricane Creek
Chief Joseph Mtn.
Wallowa Lake
Enterprise Municipal Airport
Joseph Airport
Wallowa State Airport
Lostine Forest Camp
Hurricane Creek Forest Camp
Middle Fork Forest Camp
Lake Creek Forest Camp
Wallowa Lake State Park
Hells Canyon
Chief Joseph Mtn.

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration
Salem, Oregon 97301

OREGON DEPT. OF TRANSPORTATION-HIGHWAY DIVISION
ADDENDUM TO LOCATION PROSPECTUS AND
REQUEST FOR FEDERAL AID
PRELIMINARY ENGINEERING AUTHORIZATION

PROJECT LOCATION	APPN CODE	ITEM NO.	PROJECT NO.	ROUTE NO. FED. S	ROUTE NO. STATE
Co. Rd., 0.1 mi. S. of State Route 82 "Wallowa River (Stein) Br. Sec."	118	20054	BRS-B636(1)	B636	Co. Rd.

Access Control None Parking Restrictions None System Revision None

Airports (within 2 Mi.) None ROW 60'

Water Development None Recreation & Historical Areas None

Wallowa (063)

A-95 Review:

State Cl. Ho. ..... Exempt X Date Approved _____

Dist. 13 Cl. Ho. ..... Exempt X Date Approved FHPM 4-1-4 par.5e No Reply ___

Project Environmental ~~Assessments~~ Actions: FHWA Concurrence Dated 3/8/82

1-EIS ____ 2-Categorical Exclusion X 3-Draft Assessment & FONSI ____

Notes: (1) Project in Congressional District 2 .

(2) Included in FY'82 AP in 6 YR HIP on pg. 72.
(3) Br. No. 63C38 (incorrectly shown as 32C38 in log).

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

X All Phases
___ All Phases thru Final Envir. Document
X Incl. Archeological Salvage
X " Util. Preparatory Work
___ " R.R. Preparatory Work

Est. Proj. Cost:

	TEC NTE	$ 19,350
80%	FF	$ 15,480
	STATE	$ 900
	Co.	$ 2,970

For PR-37:
Field Phase $ _____
PS&E Phase $ _____

REMARKS:
1) Attached is a copy of "Authority for Survey" & project map.
2) Sufficiency rating of existing structure in 30.5.

JLG:lms

DATE	SIGNATURE OF REQUESTING OFFICIAL	TITLE
3-11-82	D. E. Swan, P.E.	Program Control Engineer

cc: GENERAL FILE

D. E. Swan / Ken Husby
9685

REGON STATE HIGHWAY DIVISION
PROJECT CLASSIFICATION

A. Project Identification:

Date 2/17/82

Section Wallowa River (Steine) Br.
City _____ Hwy. No. _____
Highway FAS B-636
Begin M.P. _____ Length _____
County Wallowa
Program Estimate $126,950
Region 5
Funding Source HBR

(Attach Project Location Map)

B. Purpose, Need, and Description of Project (Describe Alternatives):
The purpose of the project is to replace a deteriorating, one-lane substandard bridge which has been identified by the Federal Highway Administration as in need of replacement. The proposal calls for the replacement of the existing steel pony truss with a tapered prestressed reinforced concrete slab span structure (including tapered embankment approaches). The only available alternative is to "do nothing", thereby retaining the existing bridge which is badly deteriorated (especially the deck), and will safely carry only 10 tons. This is requiring many farm vehicles to use alternate routes resulting in considerable out of direction travel.

C. Recommended Project Classification:

Project Class		Documentation
_____	I	Draft and Final EIS
X	II	Categorical Exclusion
_____	III	Environmental Assessment

Other Documentation:

__ Wetlands Finding
__ Cultural Resource Survey
__ Section 106 Procedures
__ Noise Study Report
__ Indirect Source Construction Permit
__ Section 4(f) Determination

Basis for Recommended Classification: The proposed project is a bridge replacement with some embankment road construction. Minimal or no excavation is anticipated depending on selection of end bent design. Little or no adverse impacts are anticipated on either the human or physical environment. Recommended project classification is Project Class II (Categorical Exclusion)

D. Descriptions:

	Existing Facility	Proposed Facility
Number of Traffic Lanes	1	2
Median (Yes/No)	No	No
Shoulders (Yes/No, Paved/Gravel)	No (Gravel Rd)	No
Average Daily Traffic (Volume and Year)	180/1980	Same
Alignment (New, Combined, Existing)	Existing	Existing
Speeds (Posted and Estimated)	35 mph estimated maximum speed, gravel surface adjacent to Farm-barn complex.	

(12-15-80)

E. Preliminary Identification of Environmental Impacts:

1. Estimated Right-of-Way Impacts:

Acres	0
Estimated Number of Parcels	
Residential Relocation (No.)	
Business Relocation (No.)	

Describe:

2. Estimated Impact on Land Use:

None

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety:

Little impact on traffic volumes is anticipated except for farm related equipment that is currently too large and/or heavy to be accommodated by the existing structure. Safety will be improved with the replacement of the existing narrow, deteriorating bridge.

4. Estimated Impact on Rivers, Streams, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:

No lasting impact anticipated. However, some erosion control (i.e. riprap) appears to be needed up-stream at the southern end of the structure.

5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:

None: Both ends of existing bridge are involved in an adjacent agricultural operation. Fences and nearby garage may be on the right-of-way. A power pole and guy pole will have to be relocated. A telephone cable is buried and suspended from existing structure.

6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:

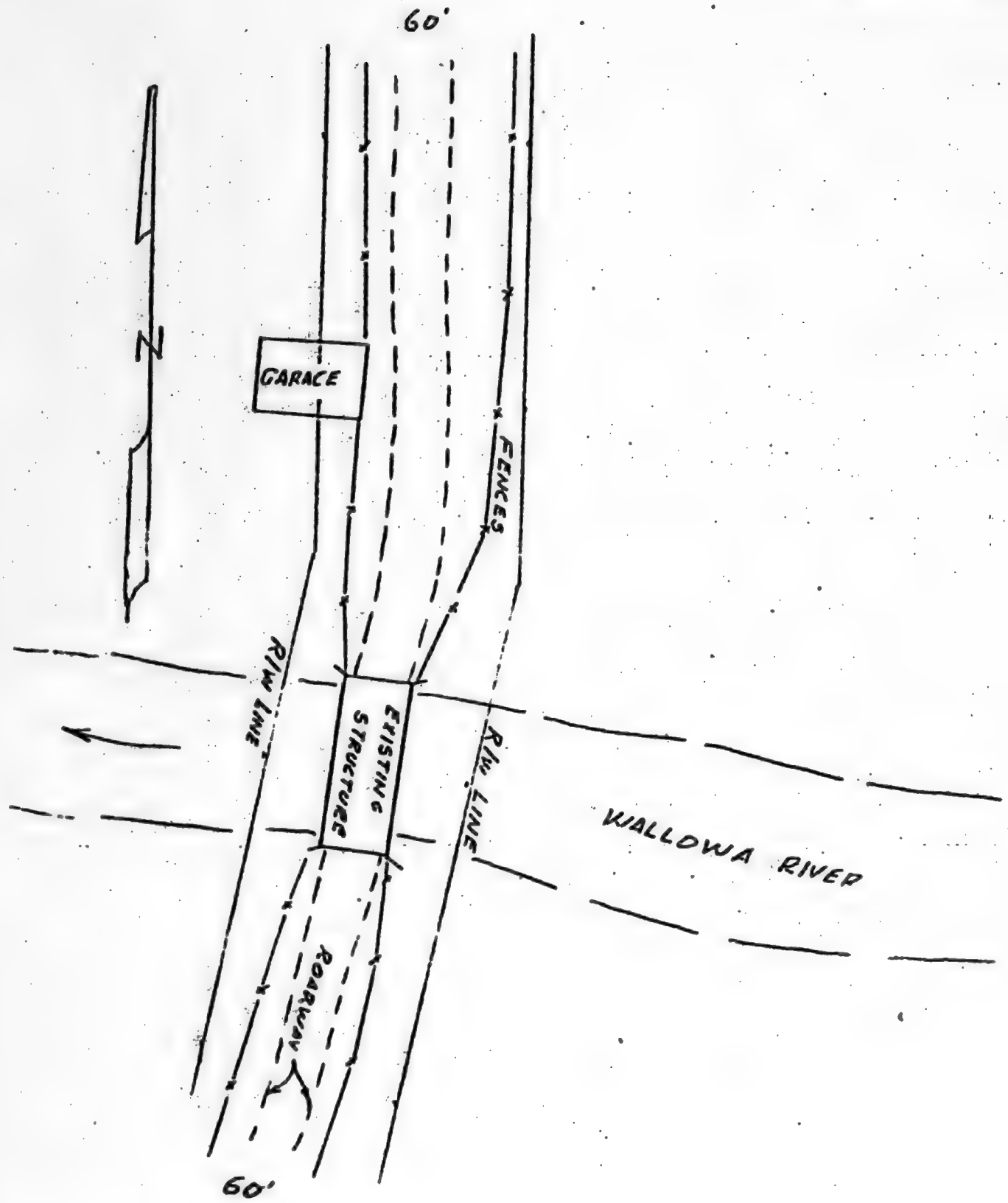
None

Name of Preparer and Phone Number: John Preston 963-3177

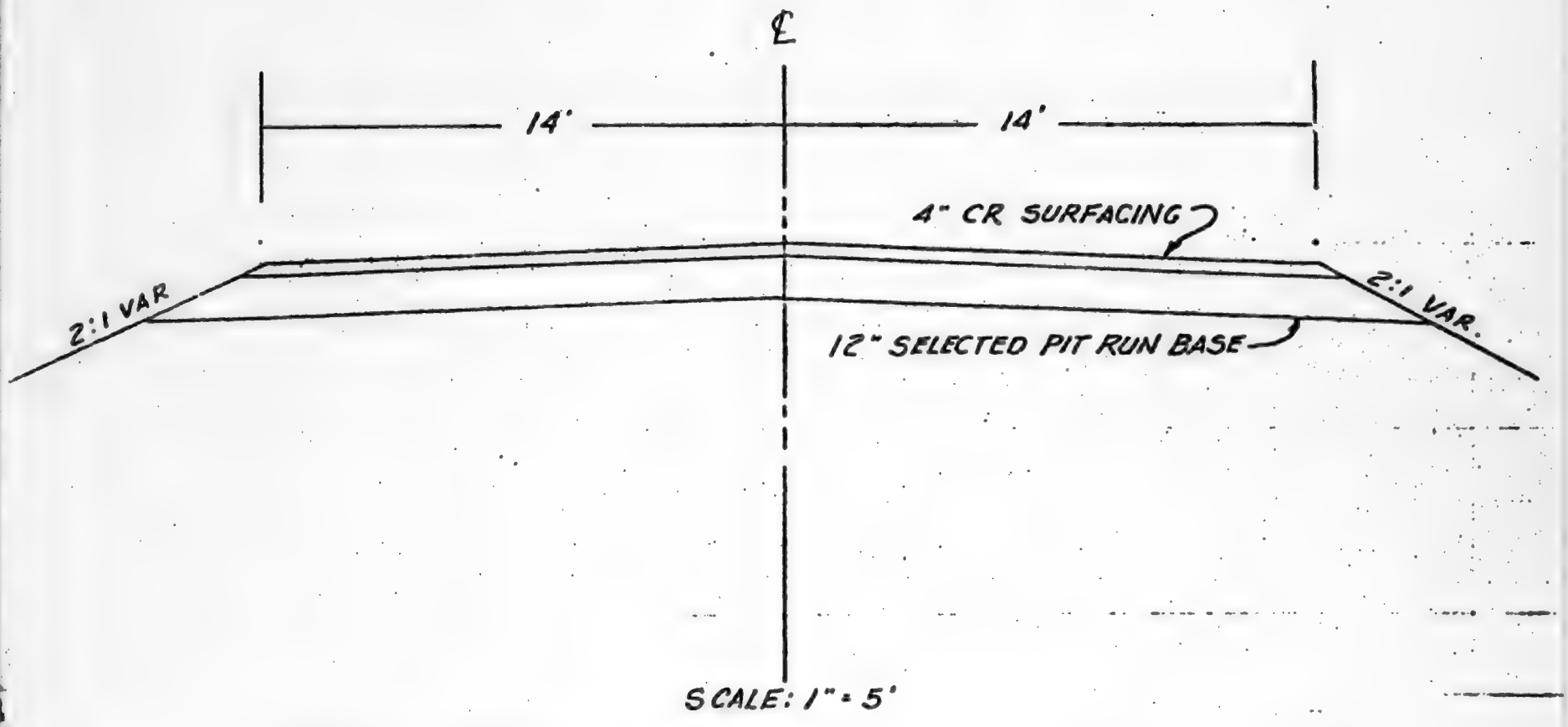
SKETCH

EXISTING STRUCTURE

SCALE: 1" = 50' APPROX.



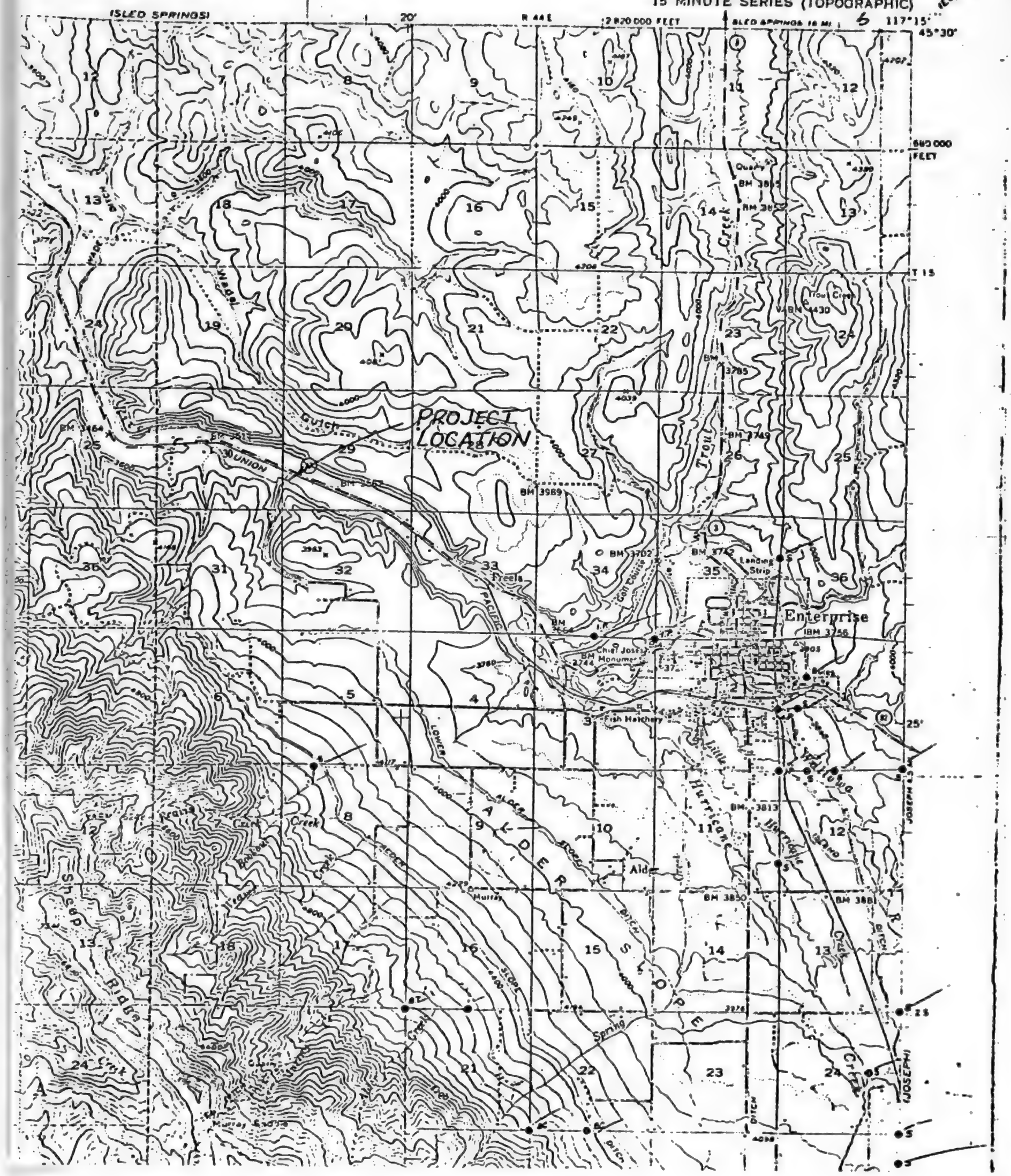
CROSS SECTION
APPROACH ROADWAY



SCALE: 1" = 5'

CROSS SECTION AT BRIDGE
TAPER TO MATCH EXISTING 18 FOOT TRAVELLED ROADWAY

ENTERPRISE QUADRANGLE
OREGON—WALLOWA CO.
15 MINUTE SERIES (TOPOGRAPHIC)



1685

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE: February 16, 1982

PREFIX:

1 - IDENTIFICATION

PROJECT NAME: Wallowa River (Stein) Bridge Section

HIGHWAY NAME: FAS B636

HIGHWAY NUMBER:

REGION	ADMINISTRATIVE DISTRICT	COUNTY	CITY
5	13	Wallowa	N/A

LENGTH	MILEPOST NUMBER		
0.1 mile ±	TO	[X] RURAL	[ ] URBAN

LOCAL GOVERNMENT PROJECT? [X] YES [ ] NO

IF YES, UNIT OF GOVERNMENT: Wallowa County

TYPE OF FUNDS: [ ] FAI [ ] FAP [ ] FAS [ ] STATE [ ] FAUS [ ] OTHER HBR (On System)

METHOD OF CONSTRUCTION: [X] CONTRACT [ ] STATE FORCE [ ] OTHER

TYPE OF WORK: [X] GRADING [ ] PAVING [X] STRUCTURE [ ] SIGN [ ] SIGNAL [ ] ILLUMINATION [ ] ROADSIDE IMPROVEMENT [ ] OTHER

PROJECT DESCRIPTION

Replace steel pony truss structure with prestressed reinforced concrete slab span structure and construct approaches.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME)	PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)
180	

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]
PROPOSED	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]

DESIGN SPEED (MPH)	DESIGN STANDARDS	TRAFFIC ANALYSIS
*35		[X] LIGHT [ ] MEDIUM [ ] HEAVY

* Gravel road, County has no plans to oil this road because of high cost.

3 - FEATURES

	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	2 - varies 18-22	2 - 28
SHOULDERS	N/A	N/A
MEDIANS	N/A	N/A
PARKING LANES	N/A	N/A
SIDEWALKS	N/A	N/A
BIKEWAYS	N/A	N/A
INTERCHANGES	N/A	N/A
OTHER:	N/A	N/A

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☒	☐
Illumination	☐	☒	☐
Structures	☒	☐	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☒	☐	☐
River Wallowa River	☒	☐	☐
Stream	☐	☒	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition } Existing R/W	☐	☐	☐
Complex Acquisition } Existing R/W	☐	☐	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade N/A	☐	☐	☐
Separated N/A	☐	☐	☐
Railroad Encroachment N/A	☐	☐	☐
Permits	☒	☐	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☐	☒
Dept. of Geology & Min. Ind.	☐	☐	☒
Corps of Engineers	☐	☐	☒
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☐	☒
Building	☐	☒	☐
Fish & Wildlife Approval	☒	☐	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE
Agreements (City-County Etc.)	X		
Environmental Assessment	X		
Statewide Assessment		X	
Negative Declaration		X	
Environmental Impact Statement		X	
4-F Statement		X	
Citizen Advisory Committee		X	
Public Hearing _____		X	
Borrow Source			X
Material Source			X
Utilities		X	

Type Telephone and Electricity

	YES	NO	MAYBE
Hydraulics Study	X		
Soils Investigation	X		
Airport Clearance		X	
Economic Analysis		X	
Requires Field Survey	X		
Old Survey Available		X	
Requires Vicinity Map	X		
Requires Photogrammetry		X	
Requires Reconnaissance Survey		X	
Reconnaissance Available		X	
Design Review WITH COUNTY	X		

4 - WORK ITEMS

	TO BE PERFORMED BY APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING		X	
RIGHT-OF-WAY Liaison		X	
CONSTRUCTION ENGINEERING		X	

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY		
~~ENVIRONMENTAL IMPACT STATEMENT~~ Project Category Request		
CORRIDOR APPROVAL		
FIELD SURVEY	6,000	
PRELIMINARY DESIGN	5,200	
DESIGN APPROVAL/FINAL EIS	5,700	
RIGHT-OF-WAY DESCRIPTIONS	0	
RIGHT-OF-WAY ACQUISITION	250	
P.S. & E. DOCUMENTS	1,500	
RECOMMENDED CONSTRUCTION DATE	18,650 (Region)	(Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
Widen and grade existing roadway with select pit run aggregates.		

7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	18,650	
RIGHT OF WAY	0	
TRAFFIC CONTROL	0	
ILLUMINATION	0	
STRUCTURES	61,800	
RAILROAD	0	
ROADWAY	10,000	
OTHER _____		
ENGINEERING & CONTINGENCIES @ 40%	41,200	
PROJECT TOTAL	131,650	

Note PE includes 4500 free bridge design under ORS 369.210.

SUBMITTED BY Eugene C Long

Region Federal Aid Specialist

9625

STATE OF OREGON

INTEROFFICE MEMO

TO: D. E. Swan
Operation Programming Engineer

DATE: February 16, 1982

SUBJECT: Project Request
Wallowa River (Stein) Br. Sec.
FAS B636, Br. No. 63C38
HBR On System Project
Wallowa County

Husby: 2-24-82

Enclosed is project request submitted by the Wallowa County Court concerning replacement of the Wallowa River (Stein) Bridge.

This structure appears in the adopted Six Year Plan for replacement in FY 1984. However, it appears as though funds are now available for preliminary engineering and we have a field crew available to perform the work now.

Also enclosed is Authority for Survey showing the anticipated costs for preliminary engineering.

The project category request is being reviewed by John Preston, Region Environmentalist, and will be forwarded to the Environmental Unit when completed.

Please take the necessary steps to expedite approval of this request and Authority for Survey so we may proceed with the field work.

Roger C. Lang
Region Federal Aid Engineer

RCL/dp
Enc.
cc: Judge McCrea
Vern Russell
J. E. Chidsey w/att.
J. A. Schlieski w/att.

cc: Terpin
Gifford

D. E. Swan - Please Program & Update PMS.
E. S. Hunter
D. H. Moehring
G. Bell
L. E. George
G. Potter
F. E. Terpin
W. J. Hart
J. B. Boyd
R. Trygstad
Lyle Watson
J. Sullivan
F. W. Yarbrough
F. Lowe
Region 5:
Roger Lang

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☒
FEB 1 0 1982
REFERRED TO _____
FOR _____
FILE: PM FA LG.

Form 31-734-303a 9685 (WRB0001) 13

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Wallowa River (Stein) Br. #32C38 (63) Date February 16, 1982

Highway FAS B636 Authorization No. 1

County Wallowa County #32 Survey Prefix 532-1902 (Assigned by Salem office)

Description of termini, route, length, etc.: At crossing of Wallowa River about 0.1 mile south of Highway 82. Length of survey about 0.1 mile.

Purpose of survey:

Prepare Plans, Specifications, & Estimate for contract.

BRS-B636(1)

3-23-82

Estimate of cost:

		Estimate of Cost
Field Survey	(901)	6,000
Citizen Participation	(902)	
City or County	(903)	
Consultant	(904)	
Final Design	(905)	1,200
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Descriptions	(909)	
Soils and Geology	(910)	500
Traffic	(911)	200
Landscape	(912)	
Liaison	(913)	250
Utility	(914)	250
Photogrammetry	(916)	
Location Studies	(918)	1,500
Engr. Graphics	(919)	
Office Engineer	(920)	200
Specifications	(921)	1,500
Environmental	(923)	250
Foundation Exploration	(926)	3,000
Free Bridge Design	(927)	4,500
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	

Mod 3/2/82

on HIP 120,000 HBR

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

RECEIVED
MAR 3 1982
LOCATION SECTION

Total estimated cost of survey $19,350

Previous authorization . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) . .....

Total all authorizations approved (Salem) . . ..

Requests made by:

Region Federal Aid Specialist — Field Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval:

Location Engineer

Approved:

Assistant State Highway Engineer

SP*19700-734

KEH

7685

☐ RE ☐ RCE ☐ RME ☐ RC

FEDERAL ~~AID~~ PROJECT REQUEST ☐

RFA

FEB 08 1982

10

Date February 5, 1982

Applicant Agency Wallowa County

RECEIVED
REGION 5 OFFICE

Request for: Off-System ____, FAS-C ____, Project X HBR - on system

Federal Aid Route No. 8636 Route Name ____

Project Name Wallowa River (Stein) Bridge Section

Project Length 0.1 mile ± Project Location (Attach sketch map)

Project Description Construct prestressed reinforced concrete slab span structure and approaches

Average Daily Traffic 180 Design Speed 35 mph (gravel surface - low volume)

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 18 - 22 Travel Lanes 2 Shoulders N/A

Medians N/A Parking N/A

Sidewalks None

Remarks Fences and old garage appear to be within right of way

2. Desired Roadway Cross Section: (Attach sketch)

Width 28 Travel Lanes 2 Shoulders N/A

Medians N/A Parking N/A

Curbed N/A Length Curb Radii N/A

Sidewalk/Bikeway None

Remarks Rural location does not warrent construction of sidewalks or bike paths. Taper roadway to existing roadway in minimal length.

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60 Minimum 60 Maximum 60

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?

Yes ____ No X

3. Will additional right-of-way be needed? Yes ____ No X

If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No ____

Remarks No detour is needed since road can and will be closed during construction.

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None

2. **Proposed Signalization:**

Location None

Type

Phases

Type of Suspension

Interconnected

Remarks

3. **Permanent Signing:**

Include in project or by applicant? By applicant if reqired

4. **Permanent Striping:**

Include in project or by applicant? N/A gravel road

IV. ILLUMINATION DATA

1. **Existing Illumination and Location:**

None

2. **Proposed Illumination:**

Location None

Type

Remarks

V. STRUCTURE DATA

1. **Existing Structure:** Bridge No. 63 C 38

Location 0.1 mile South of Highway 82 at the Wallowa River

Type Steel pony Truss with timber deck

Approach Roadway Width 18 feet **Shoulder Width** N/A

Length 51 feet **Width** 18 feet

To remain in place? No

2. **Proposed Structure:**

Location Same as above

Approximate Size: **Length** 55 feet **Width** 28 feet

Are sidewalk/bikeways desired: No. Considered but rejected due to rural location.

Are any utilities to be attached to structure? Yes. Telephone burried and suspended from existing structure.

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? Erosion control needed up stream and near the southerly end of the structure. Fences and garage appear to be on the right of way. Power pole and down guy pole will have to be relocated.

Remarks

VI. RAILROAD DATA

1. **Are there any railroad crossings?** Yes_____ No X

   Name of Railroad_____

   Existing Crossing Protection_____

2. **Will existing railroad crossing be altered?**_____

   Remarks_____

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. **Citizen Involvement** — Wallowa County Court **Office**
2. **Environmental** — Wallowa County Court **Office**
3. **Public Hearing** — Wallowa County Court **Office**

Remarks Minimal Action Plan requirements as no permanent right of way is required for this project.

VIII. GENERAL INFORMATION

1. **Project preliminary engineering to be performed by:**

   Applicant_____ **State** X **Consultant**_____

2. Project construction engineering to be performed by:

Applicant_____ State__X__ Consultant_____

3. Will applicant perform any work prior to or after award of contract?
Yes_____ No__X__
If "yes," describe briefly:_____

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 10,000
Right-of-way costs (if participating)	--
Traffic control	--
Illumination	--
Structures	103,000
Railroad	
Other_____	
Preliminary engineering	13,950
PROJECT TOTAL	$ 126,950

Remarks Free bridge design requested under ORS 369.210
Early preliminary engineering is requested. Estimated $4500 for bridge design is not included in the above estimate.

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

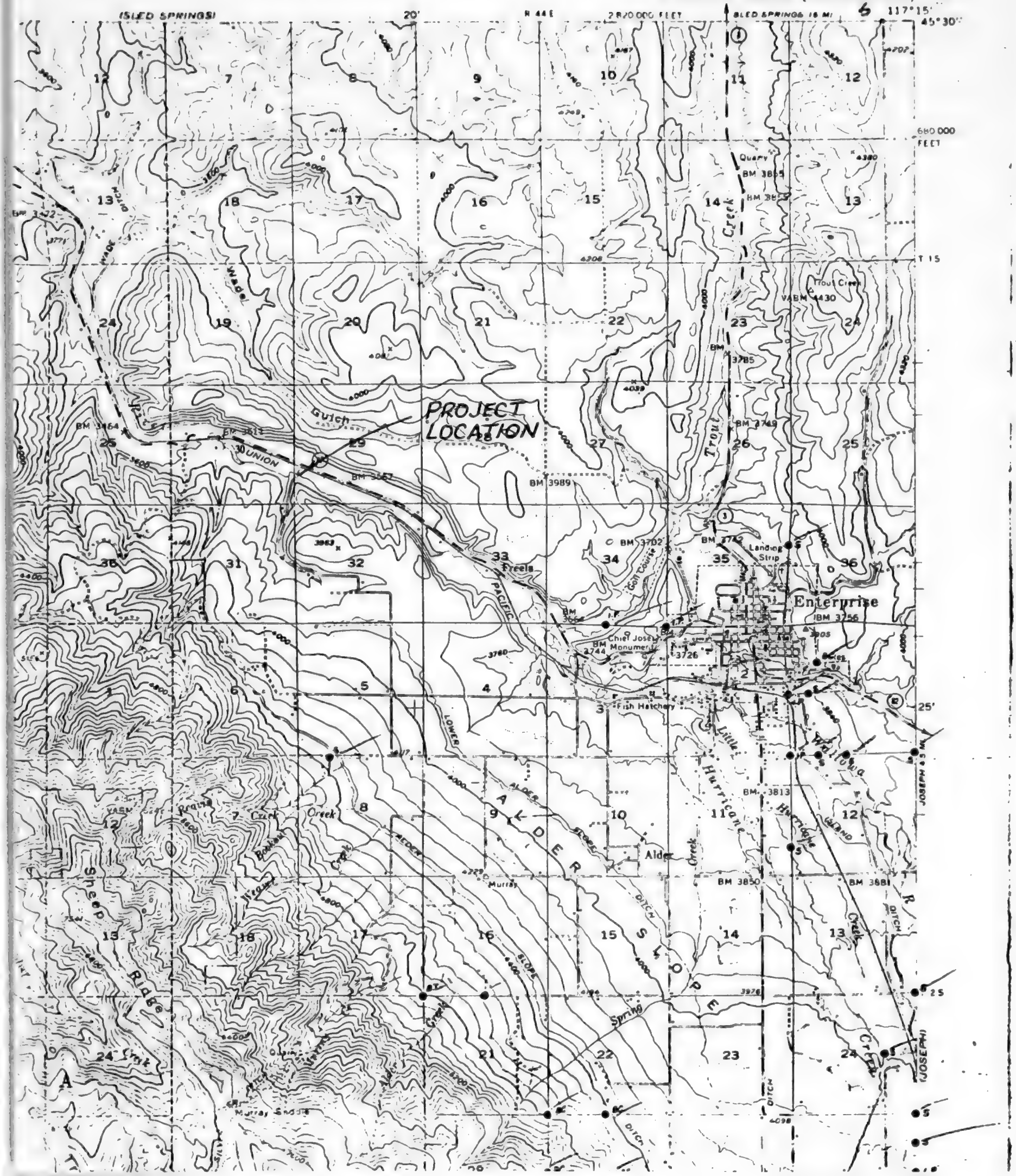
CITY OF _____ and/or Wallowa COUNTY

By_____ By Marion W. McClure

By_____ By Dan E. Butler

By Clifford E. Tallmantt

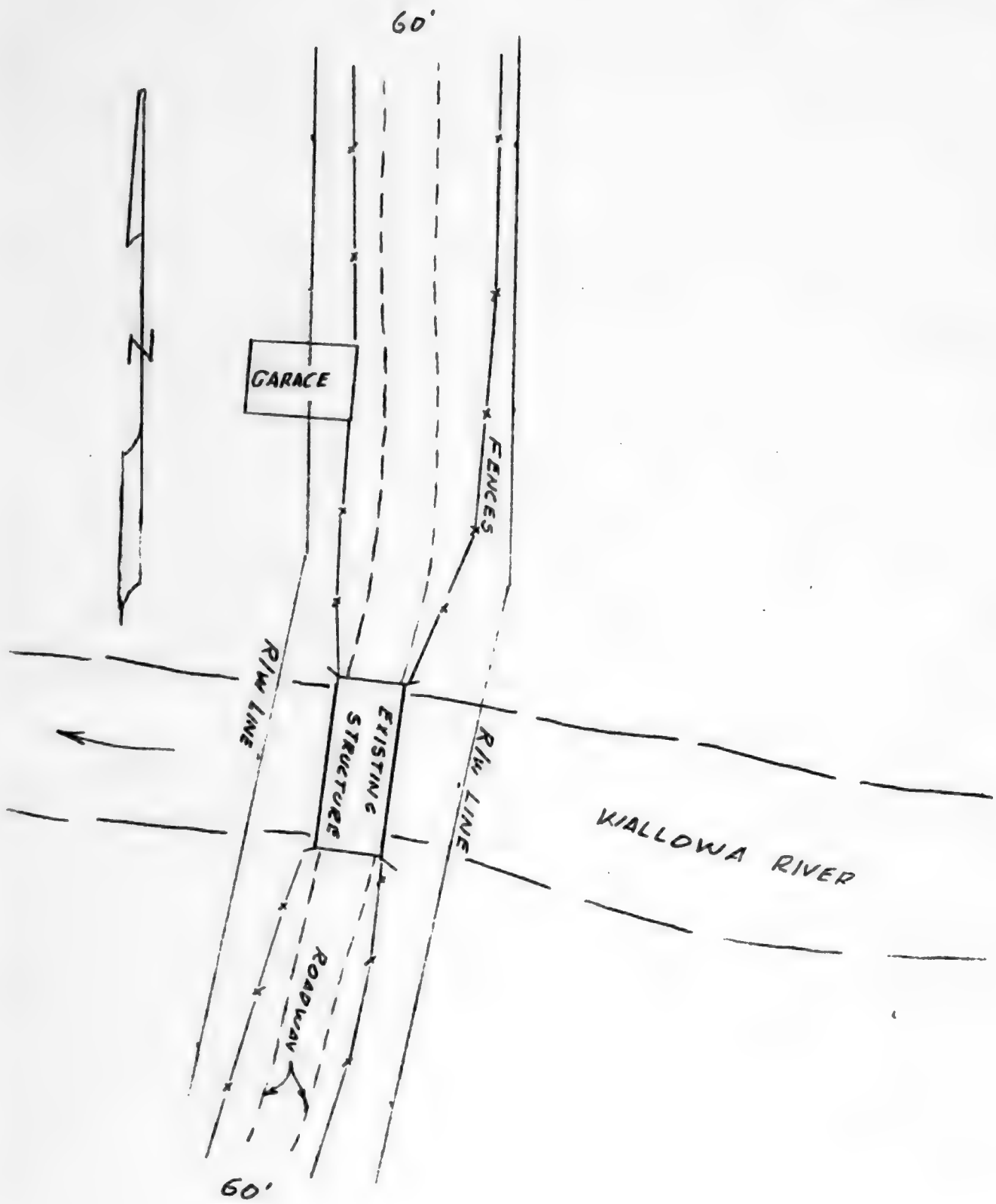
ENTERPRISE QUADRANGLE
OREGON–WALLOWA CO.
15 MINUTE SERIES (TOPOGRAPHIC)



SKETCH

EXISTING STRUCTURE

SCALE: 1" = 50' APPROX



BRIDGE INVENTORY INSPECTION RE. .RD
Oregon State Highway Division

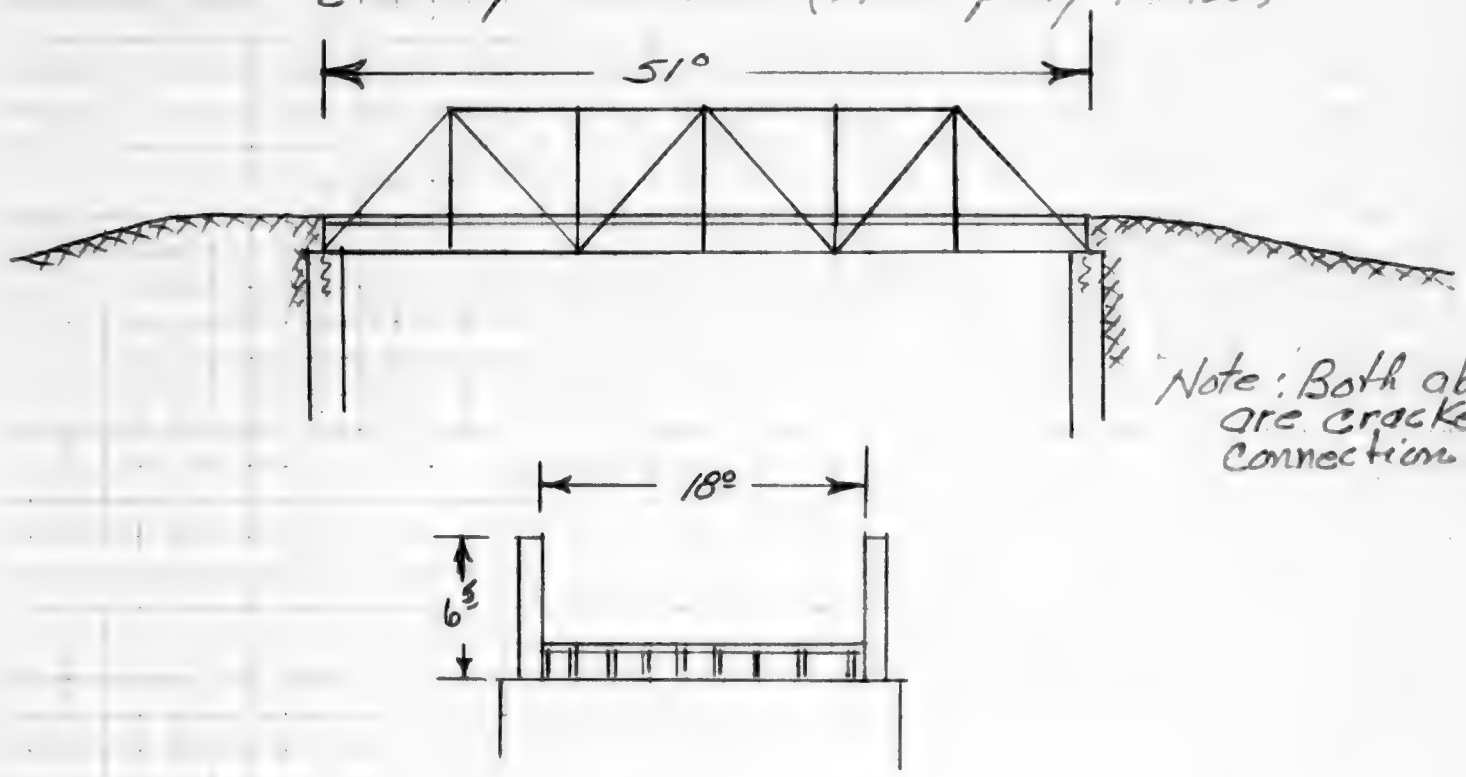
Sheet ..... of .....

Bridge No. .....

Bridge over Wallowa River (Stein) on FAS R-636 Highway No. .....

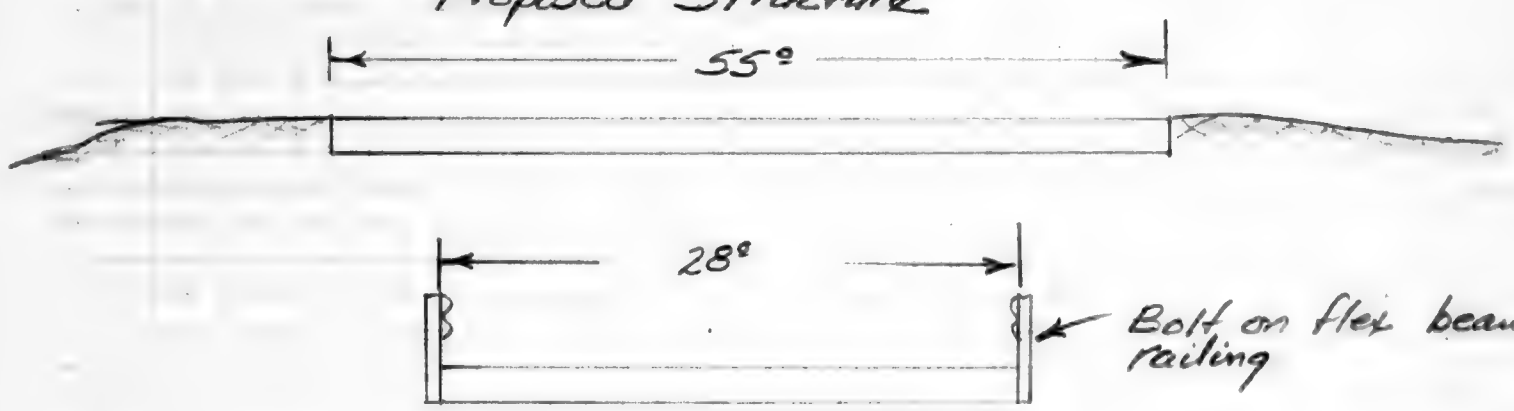
in Wallowa County. Inspected ..... by ..... Location No. .....

Existing structure (steel/pony truss)



Note: Both abutments are cracked at connection points.

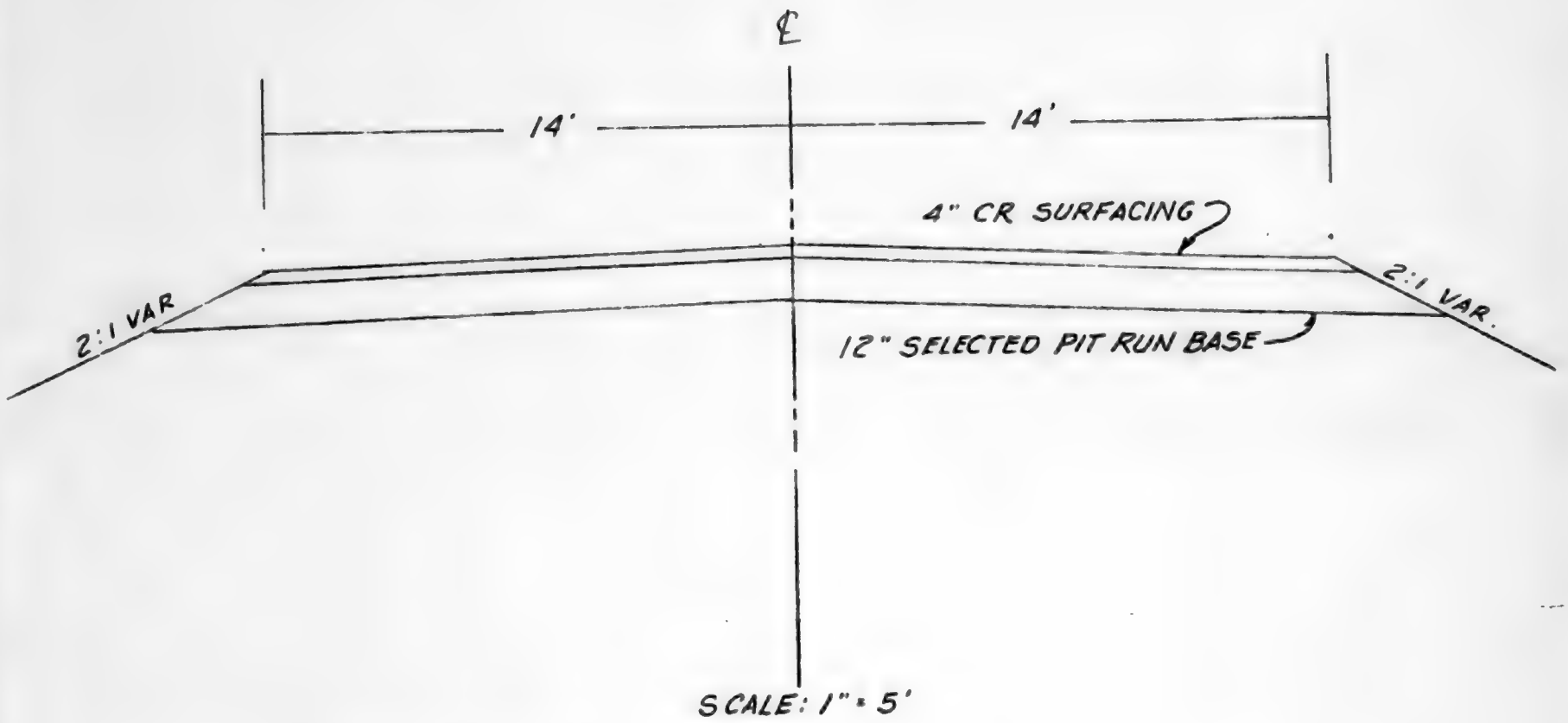
Proposed structure



Bolt on flex beam railing

Note: Structure to be placed on pile or spread ftg. end bents. Taper roadway section back to exist. width rapidly as possible

CROSS SECTION
APPROACH ROADWAY



CROSS SECTION AT BRIDGE
TAPER TO MATCH EXISTING 18 FOOT TRAVELLED ROADWAY

9685

STATE OF OREG[illegible] INTERC[illegible]CE MEMO
PLA 14-1

TO: Walt Hart
Bridge Engineer
ATTN: Jim Chidsey

DATE: July 11, 1980

FROM: Roger C. Lang
Region Federal Aid Engineer

SUBJECT: Confirmation of Intent
Highway Bridge Replacement Program
Wallowa County

Re: Wallowa River (Stein) Br.

Verne Russell, Federal Aid Coordinator, has indicated they are willing to participate in the HBR Program and will furnish the required match monies.

Vern is very concerned about the condition of this structure as considerable movement is felt when crossing. He is unable to inspect the structure at this time because of high water conditions but will reinspect/reinventory the structure at the earliest possible date.

Please include the Wallowa River (Stein) Bridge #32C38 for preliminary engineering for fiscal year 1984 in your presentation to the Transportation Commission. on list

RCL/vt
cc: Judge McCrea
Verne Russell
D. E. Swan
J. A. Schlieski
Hal Reynoldson

1.125.1307

1983	SW Murray Boulevard-SW Main St. (Beaverton) (Grading, paving, signing and signals)	9686

9116 jc cc: OSHD (D. Forbes)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	4	Washington	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
4/24/89	Christine Canham, Highway Engineer Trainee	IX-M-9088(6)

COMPLETION DATE (Actual)	ACCEPTANCE DATE BY CONRTACT AGENCY	TIME ELAPSED	CONTRACT TIME
6/26/84	December 9, 1988	110 %	A - 100 calendar days B - 250 calendar days

LOCATION
See Below

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

S. W. MURRAY BLVD. - S. W. MAIN ST.
S. W. ALLEN BLVD.
Grading, Paving, Signing & Signals

This project provided for a four lane curbed section including signing and traffic signal installation. The existing 2-lane roadbed was widened from 34 feet to 44 feet.

The contract was awarded to Eagle-Elsner, Inc. on August 8, 1983. Work began August 24, 1983 and was completed in 306 calendar days. Liquidated damages amounting to $8,100 were charged for failure to meet the specified completion time in units A and B. The final cost of the project was within 5% of the original project agreement estimate.

Contract Item #14, Asphalt Cement in Mixture, failed to meet the material specification in one instance and no backup samples were submitted; $3,905 is nonparticipating.

A final inspection of the project was conducted on May 27, 1986.

- CC -

W
cy
5-3

RECEIVED
STATE HWY ENGR
MAY 2 '89
ASSIGNED TO
Husby
FOR

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Christine Canham		SIGNATURE R. A. Emerick	
TITLE Highway Engineer Trainee	DATE 4-26-89	TITLE District Engineer	DATE 4/27/89

FORM FHWA 1446B (Rev. 2-84) PREVIOUS EDITIONS MAY BE USED.

9686

March 28, 1989

CON 5 - 9686

United Pacific Insurance Co.
33405 8th Avenue S., C-3000
Federal Way, WA 98003

On December 22, 1988, we wrote to you concerning release of final payment on Contract No. 9686 awarded to Eagle-Elsner, Inc. for work on the S.W. Murray Blvd.-S.W. Main Street (Beaverton) Section of S.W. Allen Boulevard in Washington County.

The total contract amount was $830,565.00 including $3,355.06 for work performed under force account.

Fran Neavoll
COMMISSION SERVICES

cv

cc: Eagle-Elsner, Inc.
P. O. Box 23294
Tigard, OR 97223

bc: Kenneth E. Husby
Thomas D. Lulay
Don Adams

9 6 1 —

jc

U. S. DEPARTMENT OF TRANSPO[illegible]TION
FEDERAL HIGHWAY ADMINIS[illegible]RATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-9088(6)
2. STATE PROJECT NO.:
2A. COUNTY NAME: Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:
5. ITEM NO.: 20095

6. TO
Mr. Donald E. Forbes
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
MAR 3 '88
REFER TO
G. Filmore
FOR

7. DATE AUTHORIZATION EFFECTIVE: June 13, 1984
8. FEDERAL ROUTE NUMBER: FAU 9088
9. STATE ROUTE NUMBER: City Street

10. GENERAL LOCATION:
S. W. Murray Blvd. - S. W. Main St. (Beaverton)

11. GENERAL DESCRIPTION OF WORK
Adjusted authorization date

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS XXXXXXXXXXXXXXXXXX
- ☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Fredrickson's letter of 2/11/88 we approve the revised authorization date of 6/13/84 for State Force Order No. 4.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
2/29/88	[signature]	For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

96 - jc

U. S. DEPARTMENT OF TRANSPO .TION
FEDERAL HIGHWAY ADMINIS. HATION

1. FEDERAL-AID PROJECT NO.
IX-9088(6)

2. STATE PROJECT NO.

LETTER OF APPROVAL AND/OR AUTHORIZATION

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
20095

2A. COUNTY NAME
Washington

6. TO

Mr. Donald E. Forbes
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
MAR 3 '88
REFER TO
G. Imour
FOR
Info | Invest | R/D | D/R | Sig | Ack | File

7. DATE AUTHORIZATION EFFECTIVE
August 25, 1986

8. FEDERAL ROUTE NUMBER
FAU 9088

9. STATE ROUTE NUMBER
City Street

10. GENERAL LOCATION:
S. W. Murray Blvd. - S. W. Main St. (Beaverton)

11. GENERAL DESCRIPTION OF WORK
R/W monumentation

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [X] CONSTRUCTION PROCEED ON A FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 8/25/86 as requested in Mr. Fredrickson's letter of 2/11/88 as being cost effective for the use of City of Beaverton forces to proceed with the above work.

State Force Order No. 7 is approved to a TEC of $8,624.67; Federal Funds $7,331.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
2/29/88		For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

Oregon Micro-Imaging, Inc.

1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

RETAKE

9686

March 28, 1989

CON 5 - 9686

United Pacific Insurance Co.
33405 8th Avenue S., C-3000
Federal Way, WA 98003

On December 22, 1988, we wrote to you concerning release of final payment on Contract No. 9686 awarded to Eagle-Elsner, Inc. for work on the S.W. Murray Blvd.-S.W. Main Street (Beaverton) Section of S.W. Allen Boulevard in Washington County.

The total contract amount was $830,565.00 including $3,355.06 for work performed under force account.

Fran Neavoll
COMMISSION SERVICES

cv

cc: Eagle-Elsner, Inc.
P. O. Box 23294
Tigard, OR 97223

bc: Kenneth E. Husby
Thomas D. Lulay
Don Adams

jc

U. S. DEPARTMENT OF TRANSPO ...TION
FEDERAL HIGHWAY ADMINIS...RATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9088(6)

2. STATE PROJECT NO.

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20095

2A. COUNTY NAME
Washington

6. TO
Mr. Donald E. Forbes
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
MAR 3 '88
REFER TO
Gilmour
FOR

7. DATE AUTHORIZATION EFFECTIVE
June 13, 1984

8. FEDERAL ROUTE NUMBER
FAU 9088

9. STATE ROUTE NUMBER
City Street

10. GENERAL LOCATION:
S. W. Murray Blvd. - S. W. Main St. (Beaverton)

11. GENERAL DESCRIPTION OF WORK
Adjusted authorization date

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS XXXXXXXXXXXXXXXXXX
- ☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Fredrickson's letter of 2/11/88 we approve the revised authorization date of 6/13/84 for State Force Order No. 4.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
2/29/88	[signature]	For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

jc

U. S. DEPARTMENT OF TRANSPO TION
FEDERAL HIGHWAY ADMINIS RATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9088(6)
2. STATE PROJECT NO.

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20095

2A. COUNTY NAME
Washington

6. TO
Mr. Donald E. Forbes
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
MAR 3 '88
REFER TO
Gilmour
FOR
Info | Init | R/D | D/R | File | Act | File

7. DATE AUTHORIZATION EFFECTIVE
August 25, 1986

8. FEDERAL ROUTE NUMBER
FAU 9088

9. STATE ROUTE NUMBER
City Street

10. GENERAL LOCATION:
S. W. Murray Blvd. - S. W. Main St. (Beaverton)

11. GENERAL DESCRIPTION OF WORK
R/W monumentation

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [X] CONSTRUCTION PROCEED ON A FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 8/25/86 as requested in Mr. Fredrickson's letter of 2/11/88 as being cost effective for the use of City of Beaverton forces to proceed with the above work.

State Force Order No. 7 is approved to a TEC of $8,624.67; Federal Funds $7,331.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
2/29/88		For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-M-9088(6)

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 20095

2A. COUNTY NAME: Washington

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE: April 14, 1987

8. FEDERAL ROUTE NUMBER: FAU 9088

9. STATE ROUTE NUMBER: City Street

10. GENERAL LOCATION:

S. W. Murray Blvd. - S. W. Main St. (Beaverton)

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* See Below

13. REMARKS

As requested in Mr. Potter's letter of 4/6/87 we approve the Program Change to joint finance the subject project utilizing Appn Code W 36 funds.

This change will require the following revision:

1. Appn Code ----- add W 36 funds
2. Project No. change to read - IX-M-9088(6)
3. Class Federal Funds add - Urban System

RECEIVED
STATE HWY ENGR
APR 21'87
REFER TO
Potter
FOR

Info	Invest	R/D	D/R	Sign	Act	File

14. DATE: 4/21/87

15. SIGNATURE OF APPROVING OFFICIAL: J. E. Weinbach

16. TITLE: For Division Administrator

FORM PR-1240 PREVIOUS EDITIONS MAY BE USED

Oregon Micro-Imaging, Inc.

1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

END

OF

RETAKE

9688

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA		
MONTHLY TRANSACTION NUMBER: 4-137-138	U.S. Department of Transportation **Federal Highway Administration**	State: Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County: Washington
MODIFICATION NUMBER: 2		Project Number: IX-M-9088(6)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 2, 19 83, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,010,000	$ 1,010,000
Federal funds	805,316 178 $ 53,183 580	105,000 W36 $ 704,033 178 53,183 580
Other revisions		

This modification is made for the following reasons: To reflect approved joint financing to utilize W36 funds to supplement Appn 178 funds.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 21 ST day of APR, 19 87

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

XXBy For: Larry Rulien

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Gen file

Oregon State Highway Division
Salem, Oregon April 6, 1987

Federal-Aid Project No. IX-M-9088(6)

S.W. Murray Blvd.-S.W. Main St. (Beaverton) Section
S.W. Allen Boulevard
Washington County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (Sta. 10+12.43 to Sta. 57+00)

Total same as previous estimate of October 9, 1984 $ 806,353.00

Type Code Y031
Signals (4 Locations)

Total same as previous estimate of October 9, 1984 $ 203,647.00

Length of Roadway 0.888 mi.
Cost of Roadway Per Mile $ 908,055.18

SUMMARY OF FUNDS

Description	Appn	Sub. Job	Pro-Rata	Total Cost	Federal Funds	State Funds	City Funds
Roadway	580	021	85%	$ 62,568	$ 53,183	$ 5,632	$ 3,753
Roadway	W36	031	88.12%	119,156	105,000	10,724	3,432
Roadway	178	011	85%	624,629	530,934	56,216	37,479
Signals	178	011	85%	203,647	173,099	18,328	12,220
Total				$1,010,000	$ 862,216	$ 90,900	$ 56,884

Sub. Job 010 = 0%; Sub. Job 011 = 100%
Contract No. 9686
Prefix: C334-1912 P.E.
C09686

CPL:bkb

9616

TO BE COMPLETED BY FHWA		Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 10-133	U.S. Department of Transportation Federal Highway Administration **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 10-12-84	State: Oregon
PROJECT REPORT NUMBER		County: Washington
MODIFICATION NUMBER 1		Project Number: IX-9088(6)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 2, 19 83, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 947,432.00	$ 1,010,000.00
Federal funds	$ 805,316.00	$ 805,316.00 (178) 53,183.00 (580)
Other revisions		

This modification is made for the following reasons: to include increases in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 12th day of October, 19 84.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

For: H.S. Coulter, P.E.
By XXX

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON OCTOBER 9, 1984

FEDERAL AID PROJECT NO. IX-9088(6)

SW MURRAY BLVD.-SW MAIN ST. (BEAVERTON)
SW ALLEN BOULEVARD
WASHINGTON COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE 1000
ROADWAY (STA. 10+12.43 TO STA. 57+00)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Temporary Barricades	$ 200.00	2	$ 400.00	36	$ 7,200.00
Class B or Class C Asphalt Concrete Mixture	20.00	5,450	109,000.00	7,193.977	143,879.54
Asphalt Cement in Mixture	158.00	300	47,400.00	337.48	53,321.84
Concrete in Walk-Wall Combination	200.00	33	6,600.00	62.608	12,521.60
Concrete Walks	8.80	4,900	43,120.00	6,093.038	53,618.73
3" PVC Pipe in Place (PA #2)	5.00	---	---	353	1,765.00
1 1/2"-0 Fill Material (PA #4)	8.25	---	---	534	4,405.50
Remove & Replace Pilaster (PA #6)	1,490.00	---	---	All Required	1,490.00
Excavate Soft Areas (PA #7)	16.00	---	---	295.3	4,724.80
Additional Mobilization (PA #9)	1,700.00	---	---	All Required	1,700.00
Excavation (PA #14)	16.00	---	---	211	3,376.00
		Subtotals	$206,520.00		$288,003.01
				Increase	$ 81,483.01
				Subtotal from Estimate of August 31, 1983	624,480.50
				Subtotal	$ 705,963.51
				Engineering	100,389.49
				Total	$ 806,353.00

TYPE CODE Y031
SIGNALS (4 LOCATIONS)

Total from Estimate of August 31, 1983 $ 203,647.00

Length of Roadway 0.888 mi.
Cost of Roadway Per Mile $ 908,055.18

SUMMARY OF FUNDS (85%)

Description	Appn Code	Total Cost	Federal Funds	State Funds	City Funds
Roadway	178	$ 743,785.00	$ 632,217.00	$ 66,940.00	$ 44,628.00
Roadway	580	62,568.00	53,183.00	5,632.00	3,753.00
Signals	178	203,647.00	173,099.00	18,328.00	12,220.00
Total		$1,010,000.00	$ 858,499.00	$ 90,900.00	$ 60,601.00

Group 1 100%
Contract No. 9686
Prefix: 334-1912C
Prefix: 334-1091

WH:bkb

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NO. 9-33	**FEDERAL-AID PROJECT AGREEMENT**	OREGON
		County WASHINGTON
		Project No. IX-9088(6)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

S.W. Murray Blvd.-S.W. Main St. (Beaverton)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-22-83	0.888
OTHER *(Specify)*		

FUNDS PRO RATA 85.0%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 947,432.00	$ 805,316.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official Name of Highway Agency)

By Cheryl A. Fitz

Manager, Program Section
(Title)

By XX FOR: H. S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator 9-7-83

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON AUGUST 31, 1983

OREGON PROJECT NO. IX-9088(6)

S.W. MURRAY BLVD.-S.W. MAIN ST. (BEAVERTON)
S.W. ALLEN BOULEVARD
WASHINGTON COUNTY

PROJECT AGREEMENT ESTIMATE

TYPE CODE 1000
ROADWAY (Sta. 10 + 12.43 to Sta. 57 + 00)

Mobilization			All Required	$ 45,000.00
Temporary Protection and Direction of Traffic			All Required	7,000.00
Temporary Signs	296	Sq. Ft.	8.00	2,368.00
Temporary Barricades	2	Each	200.00	400.00
Flagmen	500	Hour	12.00	6,000.00
Clearing and Grubbing			All Required	15,000.00
General Excavation	5,485	Cu. Yd.	8.00	43,880.00
Trench Excavation	165	Cu. Yd.	10.00	1,650.00
Finishing Roadbed and Slopes			All Required	5,000.00
Furnishing and Placing Topsoil	545	Cu. Yd.	7.00	3,815.00
Treated Base Mixture	5,200	Ton	11.60	60,320.00
Cement In Treated Base Mixture	285	Ton	62.00	17,670.00
Class "B" or Class "C" Asphalt Concrete Mixture	5,450	Ton	20.00	109,000.00
Asphalt Cement in Mixture	300	Ton	158.00	47,400.00
Concrete in Stairways	6	Cu. Yd.	320.00	1,920.00
Concrete in Walk-Wall Combination	33	Cu. Yd.	200.00	6,600.00
Reinforcement in Stairways	350	Lb.	0.60	210.00
Reinforcement in Walk-Wall Combination	1,975	Lb.	0.60	1,185.00
Pipe Handrail	177	Lin. Ft.	25.00	4,425.00
Decorative Brick Wall			All Required	40,000.00
Decorative Brick Wall Illumination			All Required	6,500.00
8-inch Sewer Pipe	16	Lin. Ft.	20.00	320.00
10-inch Sewer Pipe	330	Lin. Ft.	9.00	2,970.00
12-inch Sewer Pipe	200	Lin. Ft.	12.00	2,400.00
Extra for Pipe Under Pavement	200	Lin. Ft.	15.00	3,000.00
Concrete Inlets, Type "CG-1"	42	Each	325.00	13,650.00
Concrete Walks	4,900	Sq. Yd.	8.80	43,120.00
Concrete Driveways	1,300	Sq. Yd.	13.00	16,900.00
Concrete Curbs	9,350	Lin. Ft.	3.00	28,050.00
Extra for Asphalt Approaches	60	Each	120.00	7,200.00
Adjusting Manholes	40	Each	150.00	6,000.00
Reconstructing Concrete Manholes	7	Each	300.00	2,100.00
Adjusting Boxes	21	Each	60.00	1,260.00

Capping Inlets	2 Each	250.00	500.00
Removal of Existing Sign Installations		All Required	1,000.00
Wood Sign Posts		All Required	2,000.00
Type "C" Signs in Place	24 Sq. Ft.	8.00	192.00
Type "EE" Signs in Place	13 Sq. Ft.	10.00	130.00
Type "H" Signs in Place	45 Sq. Ft.	13.00	585.00
Type "V" Signs in Place	29 Sq. Ft.	30.00	870.00
Move and Reinstall Existing Signs and Supports		All Required	1,500.00
Furnishing and Planting Trees	195 Each	140.00	27,300.00
Bark Mulch	2 Unit	150.00	300.00
Tree Header Boards	195 Each	20.00	3,900.00
Sod Lawn	30,830 Sq. Ft.	0.35	10,790.~~00~~ 50
			$601,380.50

ANTICIPATED ITEMS

Permanent Pavement Striping		All Required	$ 15,200.00
Temporary Pavement Striping		All Required	6,900.00
Reestablishing Survey Monuments		All Required	1,000.00
			$ 23,100.00
		SUBTOTAL	$624,480.50
		Engineering	84,304.50
		TOTAL	$708,785.00

TYPE CODE Y031
SIGNALS (4 Locations)

Traffic Signal Installation, Complete	All Required	$160,000.00
Fire Pre-emption System, Complete	All Required	10,000.00
		$170,000.00

ANTICIPATED ITEMS

State Furnished Software	All Required	$ 2,000.00
Signal Controller Testing	All Required	7,425.00
		$ 9,425.00
	SUBTOTAL	$179,425.00
	Engineering	24,222.00
	TOTAL	$203,647.00

Length of Roadway ---------- 0.888 mi.
Cost of Roadway Per Mile ------- $798,181.31

RETAINED IN PROGRAM

Illumination (By Others)	All Required	$ 10,000.00
City of Beaverton (Water)	All Required	25,000.00
		$ 35,000.00

SUMMARY OF FUNDS (85%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CITY FUNDS
Roadway	$708,785	$602,467	$63,790	$42,528
Signals	203,647	173,099	18,328	12,220
SUBTOTAL	$912,432	$775,566	$82,118	$54,748
Reserve	35,000	29,750	3,150	2,100
TOTAL	$947,432	$805,316	$85,268	$56,848

Group 1 95%; Group 8 5%
Contract No. 9686
Prefix 334-1912 C
Prefix 334-1091

S.W. MURRAY BLVD.-S.W. MAIN ST. (BEAVERTON)
NONPARTICIPATING - STATE WORK

Single Mailbox Supports	8 Each	85.00	$ 680.00
Multiple Mailbox Supports	3 Each	125.00	375.00
			$1,055.00

DAR:pf

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

Date: April 6, 1987

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Project No. IX-9088(6)
S.W. Murray Blvd.-S.W. Main St. (Beaverton) Section
Allen Boulevard
Washington County

I request your approval of a program cchange to joint finance the subject project utilizing Urban System funds (Appn Code W36) in the amount of $105,000 as requested by the City of Beaverton.

This change will require the following revisions in project data:

1) Appn Code --- Add W36.
2) Project No. Change to Read --- IX-M-9088(6).
3) Class Federal funds add --- Urban System.

Revisions in financing are as indicated on the enclosed project agreement estimate and modification of project agreement (PR 2) forms.

CPL:bkb
Enc.
cc: Ted Spence
R. Kuehn
G. Zehner
General Files

Form 734-3122 (1-87)

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-9088(4)

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 20095

2A. COUNTY NAME: Washington

6. TO:

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE: June 9, 1986

8. FEDERAL ROUTE NUMBER: FAU 9088

9. STATE ROUTE NUMBER: City Street

10. GENERAL LOCATION:

S. W. Murray Blvd. - S. W. Main Avenue Section

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [X] OTHER *(Specify)* See Below

13. REMARKS

As requested in Mr. Potter's letter of 6/3/86 we approve the Program Change to joint finance the subject project utilizying Appn Code 177 funds.

This change will require the following revisions:

1. Appn Code ----- add 177 funds

RECEIVED
STATE HWY ENGR
JUN 24 '86
REFER TO
Potter
FOR

Info	Invest	R/D	O/R	Sign	Act	File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
6/23/86	G. K. Johnson	For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9686

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

DATE: June 12, 1986

In Reply Refer to File No.:
CON 5
9686

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. IX-9088(6)

Contract 9686 ,Work Completed June 26, 1984

Project SW Murray Blvd.-SW Main St. (Beaverton)

Highway FAU 9088 (SW Allen Blvd.)

County Washington

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date May 27, 1986

for Dale E. Wilken
Division Administrator

RECEIVED
STATE HWY ENGR
JUN 17 '86
REFER TO Fredrickson
FOR
Info | Files | R/D | B/R | Design | Proj | File
Orig. to 6/18
RECEIVED
JUN 13 1986
OREGON DIVISION

BMW:mk

cc: L. Rulien
C. O. Fredrickson
E. L. Hardt
B. M. Walton

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: June 3, 1986

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Item No. 20095
Project No. IX-9088(4)
S.W. Murray Blvd.-S.W. Main Ave. (Beaverton) Section
S.W. Allen Blvd.
Washington County

I request your approval of a program change for an increase in total cost and also to joint finance the subject project utilizing Appn Code 177 funds. Approval of this request will require the following revisions:

1) Appn Code: Add 177.

Revisions in financing are as indicated on the enclosed modification of project agreement (PR-2A) and revised project agreement estimate.

RDF:bkb
Enc.
cc: R. Oakes
W. Schulte, Region 1
J. Peterson
General Files ✓

Form 734-3122

CL 1986-223

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 30, 1986

IN REPLY REFER TO
FILE NO.: CON 5 - 9686

FILED
JUN 3 1986
BARBARA ROBERTS
SECRETARY OF STATE

Ajax Electric Company
5940 NE 45th Avenue
Portland, OR 97218

Attention: Paul V. Tolvstad
President

We have received your letter of May 28, 1986, filing a claim against the following Highway Division contract:

FILED BY:	Ajax Electric Company
AMOUNT:	$3,456.56
AGAINST (PRIME CONTRACTOR):	Eagle-Elsner, Inc.
CONTRACT NO.:	9686
PROJECT:	S.W. Murray Blvd.-S.W. Main Street (Beaverton) Section of FAU 9088 in Washington County
SURETY:	United Pacific Insurance Co.
AGENT:	K L & K Associates, Inc.

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
JUN 6 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Eagle-Elsner, Inc.
P. O. Box 23294
Tigard, OR 97223

United Pacific Insurance Co.
Attn: Bond Department
33405 8th Avenue, Suite C-3000
Federal Way, WA 98003

NOTED ON CARD
6-10-86 cc

bc: Secretary of State - Please acknowledge receipt of this claim on the enclosed copy of this letter.

AJAX ELECTRIC COMPANY
CONTRACTING AND ENGINEERING
5940 N.E. 45TH AVENUE
PORTLAND, OREGON 97218
(503) 288-5933

May 28, 1986

State of Oregon
Transportation Building Room 121
Salem, Oregon 97310
Attention: Robert Gorsmen

Dear Sir:

We were the electrical contractor for Eagle Elsner, Inc. on the State Highway Job S.W. Murray Blvd. and S.W. Main Street Beaverton, Oregon O.S.H.D. Contract # 9686, to date we have not received final holdback payment due us in the amount of $3,456.56.

Bid Item #44	$161,136.00
Bid Item #21	$ 5,552.00
Bid Item #45	$ 8,947.00
Extra A	$ 172.22
Extra B	$ 263.05
	$176,070.27
Paid	$172,613.71
Balance	$ 3,456.56

If you need any additional information please contact us.

Sincerely,

Paul V. Tolvstad
Ajax Electric Co.
President

cc: Eagle Elsner, Inc.
P.O. Box 23294
Tigard, Ore 97223
United Pacific Insurance
33405 8th Ave. S C-3000
Federal Way, Wash 98003

RECEIVED
MAY 29 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-9088(6)

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 20095

2A. COUNTY NAME: Washington

6. TO:

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE: March 8, 1985

8. FEDERAL ROUTE NUMBER: FAU 9088

9. STATE ROUTE NUMBER: City Street

10. GENERAL LOCATION:

S. W. Murray Blvd. - S. W. Main St. (Beaverton) Section

11. GENERAL DESCRIPTION OF WORK

Install and connect four signal detector loops

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [X] CONSTRUCTION PROCEED ON ~~AN APPROVED PROJECT~~ FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

* Including archeological salvage and [illegible] preparation, [illegible]
TEC $[illegible] Federal Funds $[illegible]

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 3-8-85 as requested in Mr. Fredrickson's letter of 12-13-85 as being cost effective for the use of City of Beaverton forces to proceed with the above work.

State Force Order No. 3 is approved to a TEC of $904;
Federal Funds $768.

Orig. to 1/2

RECEIVED
STATE HWY ENGR
JAN 2 '86
REFER TO
Potter
FOR
Init. | Lowell | R/D | D/R | Sec. | Sec. | Sec.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
12/30/85	D. K. Hassmer	For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

jc

U. S. DEPARTMENT OF TRANSPO. ATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-9088(6)

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 20095

2A. COUNTY NAME: Washington

RECEIVED
STATE HWY ENGR
OCT 9 '85
REFER TO Potter
FOR

Info	Invest	R/D	D/R	Sign	Act	File

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE: June 6,1983

8. FEDERAL ROUTE NUMBER: FAU 9088

9. STATE ROUTE NUMBER: City Street

10. GENERAL LOCATION:

S. W. Murray Blvd. - S. W. Main St. (Beaverton) Section

11. GENERAL DESCRIPTION OF WORK

Relocate City of Beaverton water facilities

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [X] OTHER *(Specify)* Utility Adjustment

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 6-6-83 as requested in Mr. Potter's letter of 9-27-85 as being cost effective for the use of City forces to proceed with the above work. State Force Order No. 5 is approved for a TEC of $30,809; Federal Funds $26,187.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
10/7/85	G. K. Hoesner	For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

September 27, 1985

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary A. Potter ORIGINAL SIGNED BY GARY A. POTTER
Manager, Program Section

SUBJECT: Water Facilities Relocation
City of Beaverton
S.W. Murray Blvd. - S.W. Main Street
(Beaverton) Section
S.W. Allen Boulevard
Washington County
Project No. IX-9088(06)

RECEIVED
STATE HWY ENGR
OCT 4 '85
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Here is a copy of a final billing of cost to adjust the City of Beaverton's water facilities dated September 4, 1984.

The water facilities were located on city street right-of-way, therefore, the City is entitled to reimbursement for the cost of relocating their water facilities.

The conflict was anticipated. The City's water department was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will not be issued, as the facilities are city owned on city street right-of-way.

The project is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves crossings of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the City's water facilities.

Form 734-3122

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of June 6, 1983 under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $30,809.

JCM:jr
Enc.

cc: E. S. Hunter
J. M. Cartwright
Mike Smith

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 23, 1985

In Reply Refer to
File No.:

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ATTENTION: Thomas P. Lowe, Area Engineer

FROM: Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT: Federal Participation Eligibility Date
Water Facilities Relocation
City of Beaverton
S.W. Murray Blvd. - S.W. Main St.
(Beaverton) Section
S.W. Allen Boulevard
Washington County
Project No. IX-9088(06)

Confirmation of your verbal authorization for the City of Beaverton to proceed with the relocation of their water facilities in conflict with this project as of June 6, 1983, is requested. An estimate of cost was not received from the City. A final billing in the amount of $30,808.02 has been received. The billing has been reviewed by the Highway Accounting Section and will be forwarded for your review and approval by separate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost.

Advanced authorization date of
June 6, 1983 is approved

Thomas P. Lowe, Area Engineer

JMC:jr
cc: E. S. Hunter
Don Trout
Pete Gonzalez
E. L. Hardt
Mike Smith
R. L. Fleming

RECEIVED
STATE HWY ENGR
SEP 27 '85
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form 734-3122

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 1, 1985

In Reply Refer to
File No. CON 5

Eagle - Elsner, Inc.
P.O. Box 23294
Tigard, OR 97223

Re: Time Extension Request
SW Murray Blvd. - SW Main St. (Beaverton)
Contract No. 9686
FAP No. IX - 9088(6)

Your request for additional contract time in which to complete the above project has been very carefully considered. Since the City of Beaverton desired to have the new signals installed prior to the removal of the existing signals, a contract time adjustment of an additional 122 calendar days is granted for completion of Phase "A" of this contract. The adjusted contract time of completion for Phase "B" of this contract is 222 calendar days. This will eliminate all liquidated changes under Phase "A" of the contract.

A contract time adjustment of an additional 11 calendar days is granted for completion of Phase "B" of the contract due to late mailing of the contract documents to you for signature (6 calendar days) and due to a utility relocation conflict (5 calendar days). The adjusted contract time of completion for Phase "B" of this contract is 261 calendar days. There remains 36 calendar days of liquidated damages under Phase "B" of this contract.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer
for Operations

bc: C. O. Fredrickson
A. Harwood w/att
M. Smith w/att
D. R. Faris, City of Beaverton w/att
FHWA w/att
B. Walton - Note: 5 c.d. of Phase "B" extension is "N-P", all other is "P"

Form 734-3122

STATE OF OREGON

INTER-OFFICE MEMO

TO: BRYANT JACKMOND
Contract Administration Engineer

DATE: December 28 , 1984

FROM: MARION CRAFT
Metro Region Construction Engineer

SUBJECT: SW MURRAY BLVD.-SW MAIN ST. (BEAVERTON)
Contract No. 9686

Attached is the "Contractors Request for Adjustment of Contract Time", and an analysis by the Project Manager for Beaverton, Don Faris, and Mike Smith's analysis and recommendation.

I concur in Mike Smith's analysis and his conclusion to extend time in Unit A the same as Unit B, and to grant 5 days due to right-of-way and easement problems. This would make both times 250 calendar days, and coupled with a 21 day extension already approved, would make the adjusted time 276 calendar days.

MC/gw
Attachment

CE ___ CAE ___ RECEIVED LS ___ TC ___
COE ___ OE ___ SA ___ CC ___
OE ___ FE ___ CP ___
CA ___ JAN 2 1985 POC ___
CAM ___ CONSTRUCTION QCS ___
EEO ___ SECTION FILE ___

1-30-85

W. E. Schwartz -

This was a "Grade, Pave and Signal" project with two specified completion times.

Phase "A", roadwork, was to be completed in 100 C.D.
Phase "B", all work, was to be completed in 250 C.D.
The contract required the existing signals to be replaced and/or relocated. The existing signals were in conflict with the Phase "A" roadwork. The City of Beaverton apparently did not want a temporary relocation of the existing signals and the contractor complied with their wishes. Therefore, the contract time of completion for Phase "A" should be adjusted to coincide with Phase "B" and a time adjustment of 150 C.D. is recommended.
Phase "A" and "B" completion was delayed by 6 C.D. due to late mailing of the contract and bond to the contractor for signature, and by 5 C.D. due to a utility relocation delay. Phase "A" was actually completed in 222 C.D and a net time extension of 122 C.D. is recommended for Phase "A."
A time extension of 11 C.D. is recommended for Phase "B".

Bryant Jackmond

9686

rll

U. S. DEPARTMENT OF TRANSPORT ON
FEDERAL HIGHWAY ADMINISTR. . ION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-9088(6)

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 20095

2A. COUNTY NAME: Washington

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 9/7/84

8. FEDERAL ROUTE NUMBER: FAU 9088

9. STATE ROUTE NUMBER: City Street

10. GENERAL LOCATION:

SW Murray Blvd - SW Main Street (Beaverton) Section

11. GENERAL DESCRIPTION OF WORK

Relocate fire hydrants and water services

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 9/7/84 as requested in Mr. Fredrickson's letter of 10/2/84 as being cost effective for the use of City of Beaverton forces to proceed with the above work. State Force Order No. 5 representing work by City of Beaverton Forces is approved for a TEC of $25,000; Federal Funds $21,250.

RECEIVED
STATE HWY ENGR
DEC 19 '84
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig. to Potter 12/19

14. DATE: 12/17/84

15. SIGNATURE OF APPROVING OFFICIAL: D. K. Hansen

16. TITLE: for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-9088(6)

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 20095

2A. COUNTY NAME: Washington

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 8/23/84

8. FEDERAL ROUTE NUMBER: FAU 9088

9. STATE ROUTE NUMBER: City Street

10. GENERAL LOCATION:

SW Murray Blvd - SW Main Street (Beaverton) Section

11. GENERAL DESCRIPTION OF WORK

Relocate power pole for pedestrian safety

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 8/23/84 as requested in Mr. Fredrickson's letter of 10/2/84 as being cost effective for the use of PGE forces to proceed with the above work. State Force Order No. 4 representing work to be performed by Portland General Electric forces is approved for a TEC of $2,650; Federal Funds $2,253.

RECEIVED
STATE HWY ENGR
OCT 30 '84
REFER TO
Potter
FOR

Orig. to
10/31

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
10/29/84	D. K Hosmer	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 12, 1984

In Reply Refer to
File No.:
PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED
GARY A. POTTER

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Review of Management and Monitoring of Projects
Memo of February 16, 1983
HAM-OR/380.2
20 Projects

The following information is provided in regards to the subject matter to supplement information previously submitted on a project-by-project basis as follows:

M-9088(1) S.W. MURRAY BLVD.-S.W. ALICE LANE (BEAVERTON) SECTION:

The limitation does not apply on this project since right-of-way acquisition was authorized on September 16, 1981 and June 1, 1982. Construction on the first unit from Main to Alice Lane was authorized on August 4, 1982, and the second unit from Murray to Main was authorized on June 22, 1983. See M-9088(4), M-9088(5), and M-9088(6).

M-9822(3) S.E. STARK ST.-S.E. MAIN AVE. SECTION:

On this project a finding of no significant impact (FONSI) was approved by FHWA on September 23, 1981 upon which Phase II preliminary engineering was authorized. The acquisition of right-of-way was authorized on December 6, 1982, therefore, the five year limitation does not apply on this project and no further action is required. See Project No. M-9822(9)(Contract No. 9830) for the construction phase.

M-5262(1) FRONT ST.-PACIFIC HIGHWAY EAST (WOODBURN) SECTION:

Right-of-way was authorized on this section on December 15, 1978. Therefore, the five year limitation on preliminary engineering has been satisfied and no further action is required.

Form 734-3122

BR-I-205-7(51)298 WILLAMETTE RIVER (W. LINN) BRIDGE SECTION:

This project received FHWA approval for Phase "A" of preliminary engineering on September 26, 1977 and consists of Electro-Slag Weld inspection in accordance with FHWA Notice N5040.23. The work is not yet complete, however, we contend that the five year limitation is not applicable to this project since the work is inspection in nature.

The subject project is in the Six Year Highway Improvement Program on page 15, item no. 072, for construction in FY '86.

M-0000(4) PACIFIC HIGHWAY-S.W. SAGERT ROAD:

This overall project required preparation of a negative declaration and preliminary engineering was authorized on September 26, 1977 on that basis. On June 9, 1978 a project assessment was submitted to FHWA for only the Nyberg Creek Bridge (Tualatin) Unit, which recommended a non-major action classification, which was concurred in by the FHWA on June 15, 1978. Authorization was then given for the PS&E preparation phase of preliminary engineering for only the bridge unit. The acquisition of right-of-way for the bridge portion was authorized on February 28, 1979 and construction was authorized on August 30, 1979.

The remainder of the right-of-way and construction provided for by the subject preliminary engineering project is listed as Nyberg Road and 65th Avenue Widening Section in the Interstate Transfer "Concept Program" on page 23, item no. 60. See Project No. M-0000(11) for right-of-way and Project No. IX-0000(13)(Contract No. 9083) for the construction phase.

RS-A-695(1) HILLCREST RD.-TINDLE CREEK RD.:

This preliminary engineering project received FHWA approval on September 30, 1977.

Yamhill County Board of Commissioners requested on July 27, 1978 that subject project be set back in priority because of the increased estimated cost. They said they prefer to limit their borrowing of funds from future years as much as possible.

This project is not currently listed in the current Six Year Highway Improvement Program. A request for an extension of the preliminary engineering phase will be submitted under separate action.

RRO-000S(27) BNRR X'ING @ MARKET ST. N.E. (SALEM) SECTION:

This preliminary engineering project was finaled in November, 1983. A letter dated 9-24-79 from the FHWA deferred the gates and lights construction until later date because of reconstruction of Front Street. Therefore, no further action is required.

IX-78(1) PARK PLACE CLACKAMAS COMMUNITY COLLEGE SECTION:

Right-of-way was authorized on this section on August 15, 1980. Therefore, the five year limitation on preliminary engineering has been satisfied and no further action is required. See Project Nos. IX-78(4), IX-78(5) and IX-78(6)(Contract Nos. 9506, 9547, 9592 and 9717) for the construction phase. The paving of the roadway is presently scheduled for receipt of bids on October 25, 1984.

I-405-8(34)303 FREMONT BRIDGE SECTION:

This preliminary engineering project received FHWA approval on April 10, 1978 and consists of Electro-Slag Weld inspection in accordance with FHWA Notice N5040.23. We contend that the five year limitation is not applicable to this project because the work is inspection in nature. Bids were opened on January 26, 1984 for the construction provided for by the subject preliminary engineering project. See Project No. IR-405-8(40)303 (Contract No. 9753) for the construction phase.

SOS-2100(1) FALLS CREEK FALLS-ALSEA HIGHWAY SECTION:

This preliminary engineering project was finaled in February, 1983. Therefore, no further action is required.

M-2421(1) 4TH ST.-10TH ST. (MEDFORD) SECTION:

The acquisition of right-of-way was authorized on March 12, 1981 and construction was authorized on February 3, 1983; therefore, the five year limitation is no longer applicable. The Accounting

Section has been notified to submit the final voucher on this project. See Project Nos. M-2521(2) and M-2421(3)(Contract No. 9600) for the right-of-way and construction, respectively.

M-IX-9326(3) SUNSET HWY.-MULTNOMAH CO. LINE SECTION:

The five year limitation is no longer applicable on this project because the acquisition of right-of-way on the portion from Sunset Hwy.-Leahy Road was authorized on March 1, 1982 and construction was authorized on February 3, 1983.

The remainder of the right-of-way and construction provided for by the subject preliminary engineering project is listed as 84th to Multnomah Co. Line Section in the Interstate Transfer "Concept Program" on page 22, item no. 51.

See Project Nos. M-9326(9) and M-9326(12) (Contract No. 9602) for the right-of-way and construction phases, respectively.

M-IX-9718(1) S.E. 97TH AVE.-S.E. 122ND AVE. SECTION:

The acquisition of right-of-way on the portion from S.E. 92nd Ave.-S.E. 105th Ave. was authorized on September 18, 1981 and construction was authorized on October 27, 1982. Right-of-way on the portion from 105th Ave.-122nd Ave. was authorized on April 2, 1984. No further action is required.

F-9-1(1) CORVALLIS BYPASS SECTION:

This project received FHWA approval for preliminary engineering on February 8, 1978. FHWA approval of the Final Environmental Impact Statement was not received until May 16, 1983 and was filed with the Environmental Protection Agency on May 27, 1983. FHWA design approval was received on November 30, 1983.

The subject project is in the Six Year Highway Improvement Program on page 22, item 171 (Phase 1) for construction in FY '86 and Phase 2 is listed on page 82 as a development project. Further development of the project at this time is being financed by the City of Corvallis.

IX-26(12) McLOUGHLIN PEDESTRIAN SECTION:

On February 10, 1983, the City of Portland requested that the subject project be cancelled since the preliminary engineering studies determined the estimated cost of construction was beyond available funding. The Commission approved the cancellation of the project and a final voucher was submitted in February, 1984.

M-9043(2) W. UNION RD.-FARMINGTON RD. SECTION:

This preliminary engineering project was finaled in April, 1983. Therefore, no further action is required.

Bids were opened on March 25, 1982 (Unit 1) and December 16, 1982 (Unit 2) for the construction provided for by the subject preliminary engineering project.

See Project Nos. M-9043(3) Unit 1 (Contract No. 9456) and M-9043(4) Unit 2 (Contract No. 9586) for the construction phase.

F-50(2) COQUILLE RIVER BRIDGE (COQUILLE) SECTION:

Approval of the required Final Environmental Impact Statement (FONSI) was given by the FHWA on August 20, 1982 and authorization was given the same date for preparation of the contract plans (PS&E). This authorization establishes the five year limitation date as September 30, 1987.

Authorization has been received for the right-of-way phase of this project. See Project No. F-50(6) for the right-of-way for this section. The subject project is in the Six Year Highway Improvement Program on page 28, item no. 244 for construction in FY '85.

F-19(4) UMATILLA RIVER (RIVERSIDE) BRIDGE SECTION:

Right-of-way was authorized on this section on September 15, 1981. Therefore, the five year limitation on preliminary engineering has been satisfied and no further action is required. See Project No. F-19(5) for the right-of-way for this section. See Project No. FF-R-BRF-19(7)(Contract No. 9875) for the construction phase.

F-4-1(3) WILLIAMSON RIVER-MODOC POINT SECTION:

This preliminary engineering project was finaled in February, 1983. Therefore, no further action is required.

F-21-4(2) JOHN LOGAN LANE-PINE CREEK ROAD SECTION:

This project was originally programmed as "Buchanan Section" on 5-19-78, but a program change lengthening the project from 2.55 miles to 5.8 miles was approved on March 9, 1981. FHWA concurrence in Class III environmental classification was given on March 27, 1984 which requires a final environmental document (FONSI) to be prepared.

The required FONSI has not been completed, therefore, the five year limitation is not in effect on the project as yet and no further action is required.

The subject project is in the Six Year Highway Improvement Program on page 85 as a development project.

RDS:pf

cc: R. N. Bothman
General Files

SC

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-9088(4)

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division
8-27-84

4. PROGRAM NO.:

5. ITEM NO.: 20095

2A. COUNTY NAME: Washington

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 8-22-84

8. FEDERAL ROUTE NUMBER: FAU 9088

9. STATE ROUTE NUMBER: City Street

10. GENERAL LOCATION:

S.W. Murray Blvd. - S.W. Main Avenue Section

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* Program Change

13. REMARKS

As requested by Mr. Potter's 8-20-84 letter the Program Change is approved as follows:

1. Change Project Number to IX-9088(4).

2. Withdraw Appropriation Code W36 and funds in amount of $676,471.00 - F.F. $575,000.00.

3. Increase funding under Appropriation Code 580 to a TEC of $715,000.00 - F.F. $607,750.00.

(Increase in total project funding TEC $20,000.00 - F.F. $17,000.00)

RECEIVED
STATE HWY ENGR
SEP 6 '84
REFER TO
Potter
FOR

info	invest	R/D	D/R	Sign	Act	File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
8/29/84	S. K. Hoosman	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 20, 1984

In Reply Refer to
File No.:
PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

Original Signed By
Max J. Klotz

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Program Change
Project No. IX-M-9088(4)
S.W. Murray Blvd.-S.W. Main Ave. Section
Allen Avenue
Washington County

I request your approval of a program change for an increase in total cost and also to release Urban System funds (Appn Code W36) to be used on another project and increasing (Appn. Code 580) in a like amount. Approval of this request will involve the following changes:

1) Change Project No. to IX-9088(4).

2) Release (W36) Funds.

3) Increase (580) Funds.

Revisions in financing are as indicated on the enclosed revised project agreement estimate and modification of project agreement (PR-2A) form.

RHZ:pf
Enclosure

cc: R. Brooks
G. Zehner
J. Peterson
General Files

Form 734-3122

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON AUGUST 20, 1984

FEDERAL AID PROJECT NO. IX-9088(4)

S.W. MURRAY BLVD.-S.W. MAIN AVE. (BEAVERTON) SECTION
S.W. ALLEN BLVD.
WASHINGTON COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE ROW
RIGHTS OF WAY (Sta. 10+12.43 to Sta. 56+00)

Right of Way	All Required	$532,620.00
	SUBTOTAL	532,620.00
	Acquisition Expense	182,380.00
	TOTAL	$715,000.00

Length of Project ---------- 0.87 mile

Federal Funds	$607,750.00
City Funds	107,250.00
TOTAL	$715,000.00

Group 1: 100%
Prefix: 334-2538

WH:pf

July 25, 1984

CON

Eagle-Elsner, Inc.
P.O. Box 23294
Tigard, Oregon 97223

Time Extension Request
SW Murray Blvd.-SW Main St.
Contract No. 9686
FAP No. IX-9088(6)

Your two requests for additional contract time in which to complete the above project have been carefully reviewed. You requested seven additional calendar days due to work performed under Price Agreement Number 9, and 14 additional calendar days for work performed under Price Agreement Number 14. Our review indicates these requests to be appropriate and a contract time adjustment of an additional 21 calendar days is granted for Phase "A" of the contract. The adjusted contract time for completion of Phase "A"of the contract is 121 calendar days. The contract time for completion of Phase "B" remains, unadjusted, at 250 calendar days. There remains 68 calendar days of liquidated damages under Phase "A" and 47 calendar days of liquidated damages under Phase "B" of this contract.

Should you wish to submit additional data, or to further review this matter, please contract Project Manager Donald R. Faris.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk sl

bc H. S. Coulter
C. O. Fredrickson
Al Harwood w/att.
Mike Smith w/att.
FHWA w/att.
Donald R. Faris w/att.
Bruce Walton

STATE OF OREGON

INTEROFFICE MEMO

TO: BRYANT JACKMOND
Contract Administration Engineer

DATE: June 26, 1984

FROM: Marion Craft
MARION CRAFT
Metro Region Construction Engineer

SUBJECT: SW MURRAY-SW MAIN (ALLEN BLVD.)
Contract No. 9686

Attached is a time extension request from the contractor, a letter from the City of Beaverton, and Mike Smith's letter of analysis and his recommendation.

The work under these two price agreements was not done when other similar type work was being done on Unit 2 due to difficulties and negotiations with right of way, easements, etc. This is Unit 1 work, but due to the sidewalk widths and subsequent right of way problems, was approved by the FHWA to be constructed later under Unit 2.

Since the contractor had no control over the timing of the work and for reasons listed in Mike Smith's letter, I recommend we grant the 21 days.

7-23-84
W. E. Schwartz -
I concur with Region and Project Manager and recommend a time extension of the requested 21 C.D. for work done under P.A. 9 and P.A. 14.

OBJackmond

MC/gw
Attachment

CE____ CAE____ COE____ OM____ CA____ CAM____ CP____ EEO____

RECEIVED
JUN 27 1984
CONSTRUCTION SECTION

LB____ TC____ BA____ CC____ PE____ MA____ QCS____ FILE____

81-125-1367

FORM 81-736-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

NAME OF JOB: SW Allen Blvd Unit	SECTION: SW Main St to SW Murray Bl	WEEK ENDING: June 30, 1984
	HIGHWAY: FAU 9088	SECTION PREFIX: 334-1091
		COUNTY: Wash
CONTRACTOR: Eagle Elsner	KIND OF WORK: Grading Paving Signing Signals	
	CONTRACT NUMBER: 9686	FEDERAL AID PROJECT NUMBER: IX 9088(06)
DATE OF CONTRACT: Aug 20, 1983	DATE WORK STARTED: Aug 24, 1983	ESTIMATED COMPLETION DATE: June 29, 1984
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN: 8 SUPERVISION: 1	SPECIFIED WORK DAYS: —	WORK DAYS USED: —
	SPECIFIED CALENDAR DAYS: 250	CALENDAR DAYS USED: See attached
PROJECT AUTHORIZATION: $253/22.50	SPECIFIED COMPLETION DATE: April 26, 1984	PERCENT OF TIME ELAPSED: See attached
EXCLUSIVE OF ENGINEERING: $877544.50	ENGINEERING AUTHORIZATION: $15578	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 95
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $877544.50	ENGINEERING COST TO DATE: $15578	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 88 Est.
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %	PERCENT OF AUTHORIZATION: 100 %	DATE PROJECT WAS COMPLETED: See attached

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.9				
MILES PARTIALLY COMPLETED	0.9				
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					5750 ton
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			14 ton		7523 ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: Small tractor

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Clear	1		
MONDAY	Clear	1		
TUESDAY	Clear	1		
WEDNESDAY				See attached
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
JUL 06 1984
CONSTRUCTION SECTION

CE F CAE LS TC
COE OM SA CC
CA FE
CAM MA
CP QCS
EEO FILE

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	—
MONDAY	misc. landscape & cleanup
TUESDAY	misc landscape & cleanup
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

SIGNED John Ruben LOCATION C.O.B.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

HIGHWAY DIVISION

WEEKLY STATEMENT OF CONTRACT TIME CHARGES

PROJECT NAME (SECTION): SW Main St to SW Murray Bl.
HIGHWAY: SW Allen Blvd
COUNTY: Wash.
CONTRACTOR: Eagle Elsner
POB 23294
Tigard OR 97223

CONTRACT NO: 9686
PREFIX: 334-1091
F.A. PROJECT NO: IX9088(06)
WEEK ENDING: June 30, 1984
DATE MAILED TO CONTRACTOR: July 5, 1984

CONTRACT TIME UNITS (All, a, b, c, etc.)			A	B		
BEGINNING DATE OF TIME CHARGE			8/20/83	8/20/83		
Day of Week	Day of Month	Predominant Weather (For 'Workdays' Projects Only)				
Sun.	24		1	X 0		
Mon.	25		1	X 0		
Tue.	26		1	X 0		
Wed.	27		0	0		
Thu.	28		0	0		
Fri.	29		0	0		
Sat.	30		0	0		
DAYS CHARGED THIS WEEK			3	X 0		
DAYS CHARGED ON PREVIOUS STATEMENT			219	~~308~~ 297		
REVISIONS OR ADJUSTMENTS (+ or —) (Explain Below)			—	—		
DAYS CHARGED TO END OF CURRENT WEEK			222	~~311~~ 297		
LIMITING	CALENDAR WORKDAYS		—	—		
NUMBER OF DAYS	CALENDAR DAYS		100	250		
	WORKDAYS		—	—		
FIXED DATE (Specified Completion Date)			—	—		
DAYS REMAINING			—	—		
EXCESS DAYS USED			122	~~14~~ 47		

REASONS FOR NOT CHARGING TIME

(See attached)

PART (B) TIME STOPPED 6/12/84, THIS STATEMENT CORRECTS THE ERROR

INSTRUCTIONS:

Submit weekly during specified work season for all CALENDAR WORKDAY, CALENDAR DAY and WORKDAY projects except when time count is halted by extended "suspend work order."

Submit weekly if time has expired on FIXED DATE projects.

COMMENTS:

SIGNED BY (RESIDENT ENGINEER): John Ruben C.O.B.

734-3483 (Rev 5-81)

NOTIFICATION OF COMMENCEMENT AND COMPLETION DATES FOR CONTRACT PROJECTS

Oregon Department of Transportation

HIGHWAY DIVISION

Project Name: SW Main St to SW Murray Blvd		Contract No: 9686
Highway: SW Allen Bl Unit 2	County: Wash.	Prefix: 334-1091
Contractor: Eagle Elsner, Inc.	6/26/84	F.A. Project No: IX 9088(06)
Resident Engineer (Sign): Donald Farris	Date: C.O.B.	Date of Award: 8/20/83

FIRST NOTIFICATION

Date _____ on which the erection of a plant or the development of aggregate sources or the performance of a contract construction operation began.

SECOND NOTIFICATION

	Specified Completion (from contract)	Date(s) the work was completed and the time charge stopped
(a)	11/27/83	6/26/84
(b)	4/25/84	~~6/26/84~~ 6/12/84 R"1 7/5/84
(c)		

Known items necessary to complete the requirements for "Third Notification" are—

List will be made during "walk thru" on 6/27/84

THIRD NOTIFICATION

Date _____ on which all contract work was completed, including corrective work, equipment and plant removal, site cleanup, and Resident Engineers receipt of all certifications, bills, forms and other documents required under the contract.

Distribution—

- ____ Original to Construction Branch
- ____ Copy to Contractor's Headquarters
- ____ Copy to Region Engineer
- ____ Copy to Resident Engineer's File

Instructions—

Submit for each notification date as it becomes known. Report second and third notifications on the same form when occurring simultaneously. Report the second notification as each phase of work is completed. Report the second notification at the beginning and ending of establishment work.

Form 734-3233 (Rev 6-80)

BEAVERTON

July 5, 1984

Mr. Dick Eagle, President
Eagle Elsner, Inc.
PO Box 23294
Tigard, OR 97223

Re: Project 9686 - Attached "Weekly Statement of Contract Time Changes", for the week ending June 30, 1984; and "Notification of Commencement and Completion Dates for Contract Projects - Second Notification"

Dear Dick:

The contract day count for Part (B) of our contract shown on the subject Statement is in error.

I have corrected the day count on the attached Statement.

This will also change the date of completion for Part (B) on the "Notification of Commencement and Completion Dates for Contract Projects - Second Notification."

I have also corrected the day count on the attached Notification.

Sincerely,

Don Faris
Project Manager

0705JR-L:lo:27

cc: Len Apling
John Ruben
Mike Smith, ODOT, Milwaukie
ODOT, Construction Section, Salem

June 27, 1984

Insurance Company of North America
14711 NE 29th Place
Bellevue, WA 98007

COM 5
#9688

Gentlemen or Ladies:

On June 15, 1984, we wrote to you concerning release of final payment on Contract No. 9688 awarded to Baker Rock Crushing Co. for work on the Quarts Creek Bridge Section of the Sunset Highway in Clatsop County.

Final payment on this contract is $2,000.00. The total contract amount is $100,520.21. No work was performed under force account.

Sincerely,

Robert W. Cormsen
COMMISSION SERVICES

kjm
cc: Baker Rock Crushing Co.
21880 SW Farmington Rd.
Beaverton, OR 97007

Insurance Co. of North America
PO Box 7985
San Francisco, CA 94120

bc: C. O. Fredrickson
Walt Hart
E. L. Hardt

1-P

HIGHWAY DIVISION

ORDER FOR EXTRA WORK

TO BE PERFORMED ON FORCE ACCOUNT BASIS

PROJECT NAME (SECTION): SW Main St to SW Murray Bl	CONTRACT NO.: 9686
HIGHWAY: SW Allen Bl / COUNTY: Wash	PREFIX: 334-1091
CONTRACTOR'S NAME AND ADDRESS: Eagle Elsner Inc, POB 23294, Tigard OR 97223	F.A. PROJECT NO.: IX-9088(06)
	DATE PREPARED: 4/24/84 Revision #4
	EXTRA WORK ORDER NO.: 10

THE FOLLOWING FORCE ACCOUNT WORK IS TO BE PERFORMED AND PAID FOR IN ACCORDANCE WITH THE CONTRACT TERMS:

DESCRIPTION AND LOCATION OF WORK COVERED BY THIS ORDER —

Remove 10" cherry tree, Sta. 35+25 ± lft.

COST ESTIMATE (LABOR, EQUIPMENT AND MATERIALS) —

Lab. $ 48
Equ. 45
Mat. 0

$ 93

SPECIFICATIONS AND OTHER PROVISIONS —

all per orig. specs.

SUBMITTED BY PROJECT MANAGER: John Ruben — DATE: 4/25/84	[redacted] APPROVED BY REGION: [signature] — DATE: 5-11-84
APPROVAL RECOMMENDED BY LOCAL AGENCY: Donald Farnes — DATE: 4/25/84	NOTED OR APPROVED BY CONSTRUCTION — DATE

INSTRUCTIONS — THE PROJECT MANAGER SUBMITS THE ORIGINAL THROUGH REGION TO CONSTRUCTION. AFTER APPROVAL, COPIES WILL BE SENT TO THE CONTRACTOR, REGION, PROJECT MANAGER AND OTHERS AS APPROPRIATE

DS 5-18-84

7626

1-P

OREGON DEPARTMENT OF TRANSPORTATION — HIGHWAY DIVISION

ORDER FOR EXTRA WORK

TO BE PERFORMED ON FORCE ACCOUNT BASIS

PROJECT NAME (SECTION): S.W. Main St. to S.W. Murray Bl.	CONTRACT NO.: 9686
HIGHWAY: S.W. Allen Bl. / COUNTY: Wash.	PREFIX: 334-1091
CONTRACTOR'S NAME AND ADDRESS: Eagle Elsner Inc, POB 23294, Tigard OR 97223	F.A. PROJECT NO.: IX-9088(16)
	DATE PREPARED: 4/24/84 ~~Revision #1~~
	EXTRA WORK ORDER NO.: 11

THE FOLLOWING FORCE ACCOUNT WORK IS TO BE PERFORMED AND PAID FOR IN ACCORDANCE WITH THE CONTRACT TERMS:

DESCRIPTION AND LOCATION OF WORK COVERED BY THIS ORDER —

Install wiring in the conduit from the PGE vault to the service cabinet for the brickwall illumination between sta. 46+80 ± to 47+85 ±

COST ESTIMATE (LABOR, EQUIPMENT AND MATERIALS) —

LAB.	$ 52
EQU.	0
MATL.	78
	$ 130

SPECIFICATIONS AND OTHER PROVISIONS —

all per orig. specs.

SUBMITTED BY PROJECT MANAGER: John Ruben — DATE: 4/25/84	[redacted] APPROVED BY REGION: Marvin Cripps — DATE: 5-11-84
APPROVAL RECOMMENDED BY LOCAL AGENCY: Donald Farris — DATE: 4/25/84	NOTED OR APPROVED BY CONSTRUCTION — DATE

INSTRUCTIONS — THE PROJECT MANAGER SUBMITS THE ORIGINAL THROUGH REGION TO CONSTRUCTION. AFTER APPROVAL, COPIES WILL BE SENT TO THE CONTRACTOR, REGION, PROJECT MANAGER AND OTHERS AS APPROPRIATE

DS 5-18-84

RAMSAY, STEIN, FEIBLEMAN & MYERS
ATTORNEYS AT LAW
544 FERRY STREET S.E.
SALEM, OREGON 97301

(503) 399-9776

November 16, 1983

GILBERT B. FEIBLEMAN
RICHARD C. STEIN
RAYMOND M. RAMSAY
A. CARL MYERS

State of Oregon
Transportation Division
438 Transportation Building
Salem, OR 97310

#9684

Re: Project - S.W. Murray Road, Beaverton, Washington County, Oregon

Gentlemen:

This office represents Eoff Electric Company, Inc. One of the routine services we perform for our client is to insure that its right to payment is secured when it supplies materials to a job site. We are sure you realize that this letter is not intended to reflect adversely upon any individual or firm connected with this project; but rather that it is simply good business practice to protect our client's rights.

Therefore, please be informed that our client has commenced to deliver electrical materials, supplies, and equipment to the above-referenced project at the request of Ajax Electric of Portland, Oregon. In the event our client does not receive full payment for said materials, it shall submit a claim against the contractor's bond, with Eagle Elsner of Tigard, Oregon as principal and United Pacific Insurance as surety, pursuant to Chapter 279 of the Oregon Revised Statutes.

If you have any questions regarding this notice, please feel free to contact me at the address given above.

Thank you.

Sincerely,

RAMSAY, STEIN,
FEIBLEMAN & MYERS

Raymond M. Ramsay

RMR:bk

cc: Eoff Electric Company, Inc.
Eagle Elsner of Tigard, Oregon
Ajax Electric of Portland, Oregon
United Pacific Insurance
CERTIFIED MAIL NO. P227248960

no response nec.

RECEIVED
NOV 18 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RAMSAY, STEIN, FEIBLEMAN & MYERS
ATTORNEYS AT LAW
544 FERRY STREET S.E.
SALEM, OREGON 97301

(503) 399-9776

GILBERT B. FEIBLEMAN
RICHARD C. STEIN
RAYMOND M. RAMSAY
A. CARL MYERS

November 16, 1983

9686

State of Oregon
Transportation Division
438 Transportation Building
Salem, OR 97310

Re: Project - S.W. Murray Road, Beaverton, Washington County, Oregon

Gentlemen:

This office represents MW2 Corporation. One of the routine services we perform for our client is to insure that its right to payment is secured when it supplies materials to a job site. We are sure you realize that this letter is not intended to reflect adversely upon any individual or firm connected with this project; but rather that it is simply good business practice to protect our client's rights.

Therefore, please be informed that our client has commenced to deliver electrical materials, supplies, and equipment to the above-referenced project at the request of Ajax Electric of Portland, Oregon. In the event our client does not receive full payment for said materials, it shall submit a claim against the contractor's bond, with Eagle Elsner of Tigard, Oregon as principal and United Pacific Insurance as surety, pursuant to Chapter 279 of the Oregon Revised Statutes.

If you have any questions regarding this notice, please feel free to contact me at the address given above.

Thank you.

Sincerely,

RAMSAY, STEIN,
FEIBLEMAN & MYERS

Raymond M. Ramsay

RMR:bk

cc: MW2 Corporation
Eagle Elsner of Tigard, Oregon
Ajax Electric of Portland, Oregon
United Pacific Insurance
CERTIFIED MAIL NO. P227248961

no response
nec.

9151

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-M-9088(4)

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 20095

2A. COUNTY NAME: Washington

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 9/21/83

8. FEDERAL ROUTE NUMBER: FAU 9088

9. STATE ROUTE NUMBER: City Street

10. GENERAL LOCATION:

SW Murry Blvd. - SW Main Avenue Section

11. GENERAL DESCRIPTION OF WORK

Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* Program change

RECEIVED
STATE HWY ENGR
SEP 28 '83

REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign		File

13. REMARKS

As requested by Mr. Swan's letter of 9/21/83 I approve the program change as follows:

1) Project number -- change IX-M-9088(4) 2) Appn. Code -- Add W36. 3) Class of Funds -- Add Urban System

The above approval revises funding allocation as follows at no increase in federal funds.

SUMMARY OF FUNDS

Description	Appn Code	Total Cost	Federal Funds	City Funds
R/W	W36	$676,471.00	$575,000.00	$101,471.00
R/W	580	18,529.00	15,750.00	2,779.00
		$695,000.00	$590,750.00	$104,250.00

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
9/21/83		for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9126

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

DATE: September 21, 1983

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D. E. Swan, P.E.
Program Control Engineer

SUBJECT: Program Change
Project No. IX-9088(4)
S.W. Murray Blvd.-S.W. Main Avenue Section
Allen Avenue
Washington County

I request your approval of a program change for an increase in total cost and also to joint finance the subject project utilizing Urban System funds (Appn. Code W36) to prevent lapse on September 30, 1983. Approval of this request will involve the following changes:

1) Project number -- change IX-M-9088(4) 2) Appn. Code -- add W36. 3) Class of Funds -- add Urban System

Revisions in financing are as indicated on the enclosed revised project agreement estimate and modification of project agreement (PR-2A) form.

I further request processing of this action prior to September 30, 1983, to prevent lapse of funds.

CL:jc
cc: R. Brooks
G. Zehner
J. Peterson
General Files

Form 734-3122

August 26, 1983

Eagle-Elsner, Inc.
P. O. Box 23294
Tigard, OR 97223

CON 5
#9686

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 9686 for work on the S.W. Murray Boulevard-S.W. Main Street (Beaverton) Section of FAU 9088 (S.W. Allen Boulevard) in Washington County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

de
Enclosure
cc: United Pacific Insurance Co.
825 N.E. Multnomah, Suite 300
Portland, OR 97232

United Pacific Insurance Co.
Bond Department
33405 - 8th Avenue So. C-3000
Federal Way, WA 98003

bc: C. T. Keasey
Walt Hart
Robert Church
Jan Peterson
E. L. Hardt
Mike Smith
L. E. George
Don Farris, City of Beaverton

ASPHALT
PAVING

EAGLE ELSNER, INC.

GENERAL
CONTRACTING

P.O. Box 23294
Tigard, Oregon 97223
249-5831

July 21, 1983

Mr. Robert W. Gormsen, Manager
Commission Services
Department of Transportation, Highway Division
121 Transportation Building
Salem, Oregon 97310

RE: Grading, Paving, Signing and Signals
FAU 9088 (S.W. Allen Blvd.) S.W. Murray Blvd. S.W. Main St. (Beaverton)

Dear Mr. Gormsen;

We are hereby notifying your office of our intent to subcontract with the following firms for the required WBE and MBE participation:

WBE participation - Darrell and Julie Niemeyer, Portland, Oregon
Item #13, Asphalt Paving - 578 hrs. hauling @ 33.00/hr.....$19,074.00

MBE participation - Better Half, Inc., Portland, Oregon, trenching and pole foundations. Item #44 - $27,500.00. Item #21 - $500.00..$28,000.00

- MW_2, Portland, Oregon, electrical supplies
Item #44 - poles and switching equipment ...$32,500.00..
- other materials 8,600.00
Total electrical supplies $41,100.00
20% of electrical supplies for MBE .....$ 8,220.00

- Brothers Concrete Cutting, Albany, Oregon
Item #7 General Excavating - 35,000 inch feet @ .10 .....$ 3,500.00

Total MBE participation.....$39,720.00

Yours very truly,
EAGLE-ELSNER, INC.
Richard Eagle
Richard Eagle, President

Subscribed before me this 21st day of July, 1983.
Joan D. Kayser
Notary Public
My Commission expires 6/08/84

RECEIVED
JUL 25 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION
cc John Huidmen

ASPHALT
PAVING

GENERAL
CONTRACTING

EAGLE ELSNER, INC.

P.O. Box 23294
Tigard, Oregon 97223
249-5831

July 20, 1983

Mr. Robert W. Gormsen, Manager
Commission Services
Department of Transportation, Highway Division
121 Transportation Building
Salem, Oregon 97310

RE: Grading, Paving, Signing & Signals
FAU 9088 (S.W. Allen Blvd.) S.W. Murray Blvd-S.W. Main St. (Beaverton)
Washington County

Dear Mr. Gormsen;

We are hereby notifying your office of our intent to subcontract with Darrell and Julie Niemeyer, 5614 N. Detroit, Portland, Oregon, 97217. We are contracting with them to perform work covered on Item #13 for a price of approximately $19,075.00. This contract will result in a FBE participation of 2.47 percent.

We intend to subcontract with Ajax Electric for Itens #21, #44, and #45. In performing the work covered on these items they will use as second tier subcontractors (1) Better Half, Inc., 8850 S.E. 76th, Suite 1, Portland, Oregon 97206, for a price of approximately $29,000.00; and (2) M W$_2$, 4320 N.W. St. Helens Road, Portland, Oregon, for electrical supplies of approximately $40,000.00 which will result in an MBE participation of $8,000.00. We intend to subcontract with Brothers Concrete Cutting, 2383 Three Lakes Road S.E., Albany, Oregon, 97321, for a price of approximately $3,500.00. By subcontracting with these firms for the amounts stated we will have a total MBE participation of 5.21 percent.

Yours very truly,

EAGLE-ELSNER, INC.

Richard Eagle

Richard Eagle, President

Subscribed before me this 20th day of July, 1983.

Jan D. Kayser
Notary Public
My Commission expires 6/08/84

RECEIVED
JUL 20 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Kay Turner

9616

HIGHWAY DIVISION - ODOT

LOC 3

F I L E S

July 14, 1983

Lew Murray
Lew Main

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
July 14, 1983 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened July 14, 1983, on the following projects:

1. Columbia River Toll Plaza (Astoria)
   Oregon Coast Highway, Clatsop County
   Grading and Paving

   A third lane and second toll booth are being added in the toll plaza. Curb ramps to be installed on the north side of Marine Drive Section of the Coast Highway.

2. Nesika Beach Slide
   Oregon Coast Highway, Curry County
   Grading and Paving

   Slide correction. Twelve-foot travel lanes. Four-to-eight-foot shoulders available for bicycle and pedestrian traffic.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established ... where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

3. Little River Bridge
   Little River Road, Douglas County
   Structure

   Thirty-foot roadway on structures and approaches.

   Same as No. 2.

4. Dead Ox Pump Canal Bridge
   Pioneer Road, Malheur County
   Grading, Paving and Structure

   Twenty-eight-foot roadway on structures and approaches. Grading and paving incidental to structure replacement.

   Same as No. 2.

5. Croisan Creek Culvert
   Golf Course Road, Marion County
   Culvert Installation

   Twenty-four-foot roadway with two-foot aggregate shoulders.

   Same as No. 2.

6. French Prairie Road-Case Road
   Yergen Road, Marion County
   Paving

   Twenty-four-foot roadway with four-foot aggregate shoulders.

   Same as No. 2.

7. Greenwood Drive NE-Mandrin Drive N
   River Road N and Cherry Avenue NE, Marion County
   Grading, Paving and Signals

   Multi-lane construction. Five-foot sidewalks and six-foot shoulders available on Cherry Avenue. Five-foot sidewalks available on River Road and Manbrin Drive. Pedestrian signal heads will be installed. Curb ramps are being installed at each intersection.

8. Wallowa River (Stein) Bridge
   Diamond Prairie Road, Wallowa County
   Structure

   Twenty-eight-foot roadway on structure and aggregate approaches.

9. SW Murray Blvd-SW Main Street
   Allen Blvd, Washington County
   Paving

   Multi-lane construction with four-to-eight-foot sidewalks with sidewalk ramps for bicycle and pedestrian traffic. Signalized intersections will have signals for pedestrian and bicycles.

HSC:RPS:ge

cc E. S. Hunter
   D. G. Talbot
   L. E. George
   F. E. Terpin
   George Bell
   Don Harwell
   D. A. Ridings

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-9088(6)
2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 20095

2A. COUNTY NAME: Washington

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 6/22/83

8. FEDERAL ROUTE NUMBER: FAU 9088

9. STATE ROUTE NUMBER: City Street

10. GENERAL LOCATION:

SW Murray Blvd. - SW Main Street (Beaverton) Section

11. GENERAL DESCRIPTION OF WORK

Grade, pave and landscape

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)*

Temporary and Permanent Pavement Striping S. F. - - - - - - - - -$22,100
Reestablish Survey Markers - - - -$ 1,000
State Furnished Software - - - - -$ 2,000
Signal Controller Testing - - - -$ 7,425

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Potter's 6/20/83 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $940,019 Federal Funds $799,015.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
JUL 5 '83

Original to YC

REFER TO
Potter
FOR

Insp	Inves	R/D	D/R	Sign	Act	File

14. DATE: 6/22/83

15. SIGNATURE OF APPROVING OFFICIAL: J. K. Hassmer

16. TITLE: for Division Administrator

FORM PR-1240 (Rev. 12-70) PREVIOUS EDITIONS MAY BE USED

9666

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

Date: May 20, 1983

To: Executive Department
Federal-Aid Coordination Unit

From: Gary A. Potter, Manager
Program Section

Subject: Federal-Aid Funding Application

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for Federal-Aid funding of the following:

Item No.	Project No.	Section Name & PNRS No.
20095	IX-9088(6)	S.W. Murray Blvd.-S.W. Main St. (Beaverton) #7509-2-520 #7906-4-260

DRH:bks
Enc.
cc: D.E. Wilken, FHWA
General Files

Form 734-3122

VICTOR ATIYEH
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.: PRO 6-2

Date: May 20, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Program Data Submission
Item No. 20095
Project No. IX-9088(6)
S.W. Murray Blvd.-S.W. Main St. (Beaverton) Sec.
Washington County

Attached data consists of PR-1 forms with project maps.

It is the Oregon State Highway Division's present intention to receive bids for the project on June 30, 1983.

Federal-Aid participation may be requested increased to 100% for reimbursement claims paid on or before September 30, 1984 in accordance with public law 97-424, Section 145.

This project is based on the May 12, 1980 letter to you from the Director of the Oregon Department of Transportation.

A copy of the State Clearinghouse A-95 conclusions was previously forwarded.

DRH:bks
Attachments
cc: E.L. Hardt (Metro)
Jon Rose (Metro)
Earl Mershon (Metro)
General Files

Form 734-3122

1983 Salmon River Br. Sec., Mt. 9687
Hood Hwy. (Bridge Deck Resurfacing)

1287

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA			
MONTHLY TRANSACTION NUMBER 7-445	U.S. Department of Transportation **Federal Highway Administration**	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 7-30-86	State: Oregon
PROJECT REPORT NUMBER			County: Clackamas
MODIFICATION NUMBER 4			Project Number: HES-24(35)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on March 14 , 19 83 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 246,905.00	$ 232,215.00
Federal funds	$ 222,214.00	$ 208,993.00
Other revisions		

This modification is made for the following reasons:

To release funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 30TH day of JUL , 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

XBY For: Larry Rulien

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

Oregon State Highway Division
Salem, Oregon July 23, 1986

Federal-Aid Project No. HES-24(35)

Salmon River Bridge
Mt. Hood Highway
Clackamas County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering (Contract 9687)	Lump Sum	All	Lump Sum	$ 5,450.00
Preliminary Engineering (2nd Contract)	Lump Sum	All	Lump Sum	2,500.00

Type Code X081 (Contract 9687)
Structure, Bridge No. 8522 (Sta. 663+54 to Sta. 669+01)

Subtotal of previous estimate of February 23, 1984		$146,327.12
	Engineering	8,672.88
	Total	$155,000.00

Type Code X081
Structure, Bridge No. 8522 (Sta. 663+34 to Sta. 668+21)

Subtotal from estimate on September 12, 1984		$ 63,088.75
	Engineering	6,176.25
	Total	$ 69,265.00

Length of Structure ---------- 0.092 miles

SUMMARY OF FUNDS (90%)

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering (Contract 9687)	$ 5,450.00	$ 4,905.00	$ 545.00
Preliminary Engineering (2nd Contract)	2,500.00	2,250.00	250.00
Structure (Contract 9687)	155,000.00	139,500.00	15,500.00
Structure (2nd Contract)	69,265.00	62,338.00	6,927.00
TOTAL	$232,215.00	$208,993.00	$23,222.00

Group 1 = 100%
Contract No. 9687
Prefix: 3-1931
Prefix: C09687

Group 2 = 55%
Contract No. 9881
Prefix: 3-1931
Prefix: C09881

RLC:me

9687

TO BE COMPLETED BY FHWA		
MONTHLY TRANSACTION NUMBER 9-105	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 9-17-84	State: Oregon
MODIFICATION NUMBER 3		County: Clackamas
		Project Number: HES-24(35)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on March 14, 19 83, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 172,800.00	$ 246,905.00
Federal funds	$ 155,520.00	$ 222,214.00
Other revisions		

This modification is made for the following reasons: to include contract amounts for the second contract.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 17th day of September, 19 84.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Mary A. Potter

Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon September 12, 1984

Salmon River Bridge
Mt. Hood Highway
Clackamas County

Federal Aid Project No. HES-24(35)

PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering (Contract 9687)	Lump Sum	All	Lump Sum	$	9,000.00
Preliminary Engineering (2nd Contract)	Lump Sum	All	Lump Sum		2,500.00

Type Code X081 (Contract 9687)
Structure, Bridge No. 8522 (Sta. 663+54 to Sta. 669+01)

Subtotal of previous estimate of February 23, 1984				$	163,800.00

Type Code X081
Structure, Bridge No. 8522 (Sta. 663+34 to Sta. 668+21)

Mobilization	Lump Sum	(62%)	Lump Sum	$	7,761.00
Temporary Protection and Direction of Traffic	Lump Sum	(52%)	Lump Sum		1,300.00
Temporary Signs	Sq. Ft.	242	10.50		2,541.00
Temporary Barricades	Each	2	35.00		70.00
Temporary Traffic Safety Markers	Each	31	35.00		1,085.00
Sequential Arrow Signs	Each	1	2,500.00		2,500.00
Flaggers	Hour	80	1.00		80.00
Class "C" Asphalt Concrete	Ton	393	34.75		13,656.75
Asphalt Cement in Mixture	Ton	24	170.00		4,080.00
Membrane Waterproofing	Sq. Yd.	4,190	6.50		27,235.00
				$	60,308.75

Anticipated Items

Permanent Pavement Striping	Lump Sum	(65%)	Lump Sum	$	780.00
Deck Joint Repair	Lump Sum	(20%)	Lump Sum		2,000.00
				$	2,780.00
			Subtotal	$	63,088.75
			Engineering		8,516.25
			Total	$	71,605.00

Length of Structure 0.092 miles

SUMMARY OF FUNDS (90%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
Preliminary Engineering (Contract 9687)	$ 9,000.00	$ 8,100.00	$ 900.00
Preliminary Engineering (2nd Contract)	2,500.00	2,250.00	250.00
Structure (Contract 9687)	163,800.00	147,420.00	16,380.00
Structure (2nd Contract)	71,605.00	64,444.00	7,161.00
Total	$ 246,905.00	$ 222,214.00	$ 24,691.00

Group 1: 100%
Contract No. 9687
Prefix: 3-1931
Prefix: 3-1058

Group 2 55%
Contract No. 9881
Prefix: 3-1931
Prefix: 4-1046

24(35)

WH:bkb

9687

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NUMBER: 3 51		Oregon
PROJECT REPORT NUMBER:	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County: Clackamas
MODIFICATION NUMBER: 2	3-8-84	Project Number: HES-24(35)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on March 14 , 19 83 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 152,381.00	$ 172,800.00
Federal funds	$ 137,142.00	$ 155,520.00
Other revisions		

This modification is made for the following reasons: to include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 8th day of March , 1984 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Harry R. Potter

Manager, Program Section
(Title)

XXBy For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon February 23, 1984

Federal-Aid Project No. HES-24(35)

Salmon River Bridge
Mt. Hood Highway
Clackamas County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$ 9,000.00

Type Code X081
Structure, Bridge No. 8522 (Sta. 663+54 to Sta. 668+01)

Subtotal of previous estimate of September 2, 1983		$ 126,327.12
Additional Items		
Surface Maintenance (S.F.O. #3)	All Required	$ 20,000.00
	Increase	$ 20,000.00
	Subtotal	$ 146,327.12
	Engineering	17,052.88
	Total	$ 163,380.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 9,000.00	$ 8,100.00	$ 900.00
Structure	163,800.00	147,420.00	16,380.00
Total	$ 172,800.00	$ 155,520.00	$ 17,280.00

Group 1 100%
Contract No. 9687
Prefix: 3-1931
Prefix: 3-1058

RHZ:bkb

7681

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NUMBER 9-240		OREGON
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County CLACKAMAS
MODIFICATION NUMBER 1		Project Number HES-24(35)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on March 14 , 19 83 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 9,000.00	$ 152,381.00
Federal funds	$ 8,100.00	$ 137,142.00
Other revisions		

This modification is made for the following reasons: Adding construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 28th day of September , 19 83 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Mary A. Potter

Manager, Program Section
(Title)

By FOR: H. S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON SEPTEMBER 2, 1983

FEDERAL AID PROJECT NO. HES-24(35)

SALMON RIVER BRIDGE
MT. HOOD HIGHWAY
CLACKAMAS COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE PENG

Preliminary Engineering	All Required		$ 9,000.00

TYPE CODE X081
STRUCTURE, BRIDGE NO. 8522 (Sta. 663 + 54 to Sta. 668 + 01)

Mobilization	All Required		$ 5,000.00
Temporary Protection and Direction of Traffic	All Required		$ 2,500.00
Temporary Signs	242 Sq. Ft.	7.00	1,694.00
Temporary Barricades	2 Each	30.00	60.00
Sequential Arrow Signs	1 Each	2,000.00	2,000.00
Flagmen	200 Hour	9.00	1,800.00
Class "B" Asphalt Concrete	470 Ton	47.04	22,108.80
Verglimit Additive	24 Ton	1,620.00	38,880.00
Membrane Waterproofing	4,200 Sq. Yd.	5.20	21,840.00
Deck Joint Repair	168 L. F.	165.74	27,844.32
			$123,727.12

ANTICIPATED ITEMS

Permanent Pavement Striping	All Required	$ 1,600.00
Temporary Pavement Striping	All Required	1,000.00
		$ 2,600.00

SUBTOTAL	$126,327.12
Engineering	17,053.88
TOTAL	$143,381.00

Length of Structure ---------- 0.085 mi.

SUMMARY OF FUNDS (90%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
Preliminary Engineering	$ 9,000	$ 8,100	$ 900
Structure	143,381	129,042	14,339
TOTAL	$152,381	$137,142	$15,239

Group 1: 100%
Contract No. 9687
Prefix: 3-1931
Prefix: 3-1058

DAR:pf

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 3-132	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION FEDERAL-AID PROJECT AGREEMENT	State Oregon County Clackamas Project No. HES-24(35)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

U.S. 26, 6.3 miles east of Cherryville

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	3-1-83	0.09
RIGHTS-OF-WAY		
CONSTRUCTION		

OTHER *(Specify)*

FUNDS Pro-rata 90.0%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 9,000.00	$ 8,100.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
(Official name of Highway Agency)

By _____

Acting Program Section Manager
(Title)

For
xxx H. S. Coulter

State Highway Engineer
(Title)

By _____

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Date executed by
Division Administrator _____

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen. File

Oregon State Highway Division
Salem, Oregon March 10, 1983

Federal-Aid Project
No. HES-24(35)

Mt. Hood Hwy. @ Salmon River Br. (M.P. 37.26) Section
Mt. Hood Hwy. in Clackamas County

PROJECT AGREEMENT ESTIMATE

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	All Required	$9,000.00
	TOTAL	$9,000.00

Length of Project: 0.09 mile

Summary of Funds

Description	Total Costs	Federal Funds	State Funds
Preliminary Engineering	$ 9,000.00	$ 8,100.00	$ 900.00
Retain in Program			
Contract Work	150,000.00	135,000.00	15,000.00
TOTAL	$159,000.00	$143,100.00	$15,900.00

Group 1: 100%

Prefix. 3-1931

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

RES

TO: Section Heads
Region Engineers

DATE: May 28, 1985

FROM: Robert C. Blensly
Research Engineer

SUBJECT: Verglimit Experimental Feature Report

Attached is a copy of a final report on our experience with Verglimit. Verglimit, an asphalt additive designed to limit or prevent ice and snow buildup, was applied to two bridge decks as an experimental feature.

Premature failure of the overlays precluded a meaningful evaluation of the ability to provide snow and ice control. We have received reports from other agencies indicating problems with pavement life, though not of the severity we experienced. Reports have also been received claiming success.

If you would like additional data or additional copies of the report, feel free to call or write.

KM:1b

Att.

cc H. S. Coulter
R. N. Bothman
E. S. Hunter
W. E. Schwartz
Curt Duval w/att.
Ron Noble w/att.
William Quinn w/att.
Leon Brock w/att.
Howard Harris w/att.
Gary Kennen w/att.

NOTED
W. E. SCHWARTZ

RECEIVED
STAT HWY ENGR
MAY 28 '85
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE: May 21, 1985 RES

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: Robert N. Bothman
Assistant State Highway Engineer

SUBJECT: Experimental Features Report
"Verglimit"

Enclosed are 10 copies of a final report on the experimental use of verglimit as a deicing additive in asphalt concrete bridge deck wearing surfaces. Verglimit was incorporated in the asphalt concrete wearing surface on the Salmon River Bridge, approximately 12 miles east of Sandy on the Mt. Hood Highway, Route 26 and on the Quartz Creek Bridge, approximately 47 miles northeast of Portland on the Sunset Highway, Route 26.

The report "Verglimit" by William J. Quinn, Leon G. Brock, and Gordon Beecroft, concluded that verglimit did provide snow and ice control for the limited evaluation period. However, premature failure of the overlay precluded a significant evaluation.

Also enclosed are the final reports on Form 1461 for the experimental studies OR 83-04 and OR 83-05.

Enclosures

cc H. S. Coulter
Robert C. Blensly

KM:bln lkm

RCS HHO-30-19

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

EXPERIMENTAL PROJECT REPORT

EXPERIMENTAL PROJECT

EXPERIMENTAL PROJECT NO. [1] STATE 0 | YEAR R8 | NUMBER 3-04 | SUF. —
CONSTRUCTION PROJ. NO. [8] HES-24(35)
LOCATION [28] CLACKAMAS COUNTY
EVALUATION FUNDING [48] 1 ☐ HP&R 2 ☒ CONSTRUCTION 3 ☐ DEMONSTRATION 4 ☐ IMPLEMENTATION
NEEP NO. [49]
PROPRIETARY FEATURE? [51] ☒ YES ☐ NO

SHORT TITLE

TITLE [52] VERGLIMIT SURFACING ON SALMON RIVER BRIDGE

THIS FORM

DATE [140] MO. 05 YR. 85
REPORTING [144] 1 ☐ INITIAL 2 ☐ ANNUAL 3 ☒ FINAL

KEY WORDS

KEY WORD 1 [145] SAFETY
KEY WORD 2 [167] SNOWICECONTROL
KEY WORD 3 [189] REMOVAL
KEY WORD 4 [211]
UNIQUE WORD [233]
PROPRIETARY FEATURE NAME [255] VERGLIMIT

CHRONOLOGY

Date Work Plan Approved: MO. YR. [277]	Date Feature Constructed: MO. YR. [281]	Evaluation Scheduled Until: MO. YR. [285]	Evaluation Extended Until: MO. YR. [289]	Date Evaluation Terminated: MO. YR. [293]
08-83	09-83	04-87	—	12-83

QUANTITY AND COST

QUANTITY OF UNITS (Rounded to whole numbers) [297] 559
UNITS [305] 1 ☐ LIN. FT. 2 ☐ S.Y. 3 ☐ S.Y.-IN. 4 ☐ C.Y. 5 ☒ TON 6 ☐ LBS. 7 ☐ EACH 8 ☐ LUMP SUM
UNIT COST (Dollars, Cents) [306] 115.06

AVAILABLE EVALUATION REPORTS

[313] ☐ CONSTRUCTION ☐ PERFORMANCE ☒ FINAL

EVALUATION

CONSTRUCTION PROBLEMS [318] 1 ☐ NONE 2 ☐ SLIGHT 3 ☐ MODERATE 4 ☐ SIGNIFICANT 5 ☐ SEVERE

PERFORMANCE [319] 1 ☐ EXCELLENT 2 ☐ GOOD 3 ☐ SATISFACTORY 4 ☐ MARGINAL 5 ☒ UNSATISFACTORY

APPLICATION

[320] 1 ☐ ADOPTED AS PRIMARY STD. 2 ☐ PERMITTED ALTERNATIVE 3 ☐ ADOPTED CONDITIONALLY 4 ☒ PENDING 5 ☐ REJECTED 6 ☐ NOT CONSTRUCTED
(Explain in Remarks if 3, 4, 5, or 6 is checked)

REMARKS

[331] Verglimit did provide snow and ice control for a limited evaluation period. Insufficient compaction contributed to premature overlay failure which precluded a significant evaluation. [700]

FORM FHWA 1461 (REV. 8-79) Previous Editions are Obsolete

AL–Alabama	HI–Hawaii	MI–Michigan	NC–North Carolina	TX–Texas
AK–Alaska	ID–Idaho	MN–Minnesota	ND–North Dakota	UT–Utah
AZ–Arizona	IL–Illinois	MS–Mississippi	OH–Ohio	VT–Vermont
AR–Arkansas	IN–Indiana	MO–Missouri	OK–Oklahoma	VA–Virginia
CA–California	IA–Iowa	MT–Montana	OR–Oregon	WA–Washington
CO–Colorado	KS–Kansas	NE–Nebraska	PA–Pennsylvania	WV–West Virginia
CT–Connecticut	KY–Kentucky	NV–Nevada	PR–Puerto Rico	WI–Wisconsin
DE–Delaware	LA–Louisiana	NH–New Hampshire	RI–Rhode Island	WY–Wyoming
DC–Dist. of Col.	ME–Maine	NJ–New Jersey	SC–South Carolina	
FL–Florida	MD–Maryland	NM–New Mexico	SD–South Dakota	
GA–Georgia	MA–Massachusetts	NY–New York	TN–Tennessee	

CODING INSTRUCTIONS–FORM 1461 REVISED

NOTE: Use a separate form for each feature on each project. Contact HHO-31 for any exceptions. Check number of spaces used as any over the allotted number will not print, i.e. 88 spaces for title. Type or print all entries.

Entry

[1] **Experimental Project No.** – State: Use two letter abbreviation from above list. Year: Calendar year project initiated. Number: Consecutive number starting 01 each calendar year, not to be repeated unless suffix is used. Contact the Regional Experimental Projects Coordinator prior to using optional suffix A thru Z for multiple projects involving the same feature under the same work plan.

[8] **Construction Project No.** – Enter the construction project number for the project in which the experimental feature is incorporated. (Maximum 20 spaces).

[28] **Location** – Enter the county or city where the project is located. (Maximum 20 spaces).

[48] **Evaluation Funding** – Select only one source of funding. If more than one, select the major one. It will normally be the one responsible for evaluation reports. Check HP&R whether it is used for one specific project, for certain groups of projects, or for all experimental projects in a State. Demonstration funds refer to Region 15 evaluations, and implementation funds refer to R&D in FHWA. If none of these apply, check Construction funds, even when 100 percent State funds are used for evaluation.

[49] **NEEP No.** – Enter the respective NEEP number for all projects under the NEEP program. Leave blank if Non-NEEP. The respective NEEP number should be entered for any NEEP subject, even if the State is not actually participating.

[51] **Proprietary Feature** – Check "Yes" or "No" for restrictions on future use, such as patented or trade marked items requiring royalties, premiums, licensing, or sole source determinations.

[52] **Title** – Describe the feature clearly and concisely. Avoid "The purpose of" or "This is to evaluate" etc. Tell what, where, and why, i.e. "Brand X liquid applied membrane on bridge deck for waterproofing" – "petromat under asphaltic overlay to retard reflective cracking" – "snow plowable raised reflective pavement markers." (Maximum 88 spaces).

[140] **Date** – Enter date of the current reporting form.

[144] **Reporting** – Check only one block as appropriate, indicating the type of this 1461 reporting form. Note: New or updated information should be reported promptly and must be reported at least annually as required by FHPM 6-4-2-4. Any report submitted during the preceeding 12 months may suffice for the annual update requirement if no change in status has occurred.

[145] [167] [189] [211] **Key Words** – Enter key words in accordance with the key word list in the current National Experimental Projects Tabulation. Use only one word from each level of indentation, following the same sequence as shown in that list.

[233] **Unique Word** – May be used for a feature easily described by a word not in the key word list and not proprietary, i.e. elastomeric, nonwoven, modular, foamed. (Maximum 22 spaces).

[255] **Proprietary Feature** – May be used when a feature is synonymous with a brand name. It must specifically note a singular identification and must be modified if the feature is modified, i.e. Transflex Type A, Transflex Type B, Conweld, Silva, Bidim, Mirafi 140. (Maximum 22 spaces).

[277] [281] [285] [289] [293] **Chronology** – Enter the appropriate dates as indicated. Do not enter a date in Entry Number 289, "Evaluation Extended Until," unless the feature has been conditionally adopted (Block Number 3 under "Application" has been checked), and the evaluation period has been extended for a longer time.

[297] [305] [306] **Quantity and Cost** – Enter the figures for the quantity of units involved in the experimental feature. Check only one block for the appropriate units used. Enter the corresponding figures for the unit cost.

[315] [316] [317] **Available Evaluation Reports** – Check the appropriate blocks for informative reports that are available for others. Progress reports on the project by State or FHWA which casually mention the feature, other Form 1461's, or check-off type reports should *not* be noted.

[318] [319] **Evaluation** – Check only one block under "Construction Problems" and only one block under "Performance" as soon as feasible. These are subjective decisions and must be made prior to the termination date, entry 293.

[320] **Application** – Check only one block as appropriate, showing the disposition of the experimental feature, prior to the termination date, entry 293.

[321] **Remarks** – Any unusual circumstances about the experimental feature, or any [illegible]tion from the [illegible]ording should be entered here. However, the vast majority of experimental features can be [illegible]ly reported [illegible] noted above. (Maximum 380 spaces).

RCS HHO-30-19

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

EXPERIMENTAL PROJECT REPORT

EXPERIMENTAL PROJECT

EXPERIMENTAL PROJECT NO. [1] STATE YEAR NUMBER SUF.: 0 R 8 3 – 0 5 [ ]

CONSTRUCTION PROJ. NO. [8]: HES-27-1(10)

LOCATION [28]: CLATSOP COUNTY

EVALUATION FUNDING [48]: 1 ☐ HP&R 2 ☒ CONSTRUCTION 3 ☐ DEMONSTRATION 4 ☐ IMPLEMENTATION

NEEP NO. [49]: [ ]

PROPRIETARY FEATURE? [51]: ☒ YES ☐ NO

SHORT TITLE

TITLE [52]: VERGLIMIT SURFACING ON QUARTZ CREEK BRIDGE

THIS FORM

DATE [140] MO. YR.: 0 5 – 8 5

REPORTING [144]: 1 ☐ INITIAL 2 ☐ ANNUAL 3 ☒ FINAL

KEY WORDS

KEY WORD 1 [145]: SAFETY

KEY WORD 2 [167]: SNOWICECONTROL

KEY WORD 3 [189]: REMOVAL

KEY WORD 4 [211]:

UNIQUE WORD [233]:

PROPRIETARY FEATURE NAME [255]: VERGLIMIT

CHRONOLOGY

Date Work Plan Approved: MO. YR. [277]	Date Feature Constructed: MO. YR. [281]	Evaluation Scheduled Until: MO. YR. [285]	Evaluation Extended Until: MO. YR. [289]	Date Evaluation Terminated: MO. YR. [293]
0 8 – 8 3	0 9 – 8 3	0 6 – 8 7	–	0 2 – 8 4

QUANTITY AND COST

QUANTITY OF UNITS *(Rounded to whole numbers)* [297]: 248

UNITS [305]: 1 ☐ LIN. FT. 2 ☐ S.Y. 3 ☐ S.Y.-IN. 4 ☐ C.Y. 5 ☒ TON 6 ☐ LBS. 7 ☐ EACH 8 ☐ LUMP SUM

UNIT COST *(Dollars, Cents)* [306]: 1319.8

AVAILABLE EVALUATION REPORTS

☐ CONSTRUCTION [315] ☐ PERFORMANCE ☒ FINAL

EVALUATION

CONSTRUCTION PROBLEMS [318]: 1 ☐ NONE 2 ☒ SLIGHT 3 ☐ MODERATE 4 ☐ SIGNIFICANT 5 ☐ SEVERE

PERFORMANCE [319]: 1 ☐ EXCELLENT 2 ☐ GOOD 3 ☐ SATISFACTORY 4 ☐ MARGINAL 5 ☒ UNSATISFACTORY

APPLICATION

[320] 1 ☐ ADOPTED AS PRIMARY STD. 2 ☐ PERMITTED ALTERNATIVE 3 ☐ ADOPTED CONDITIONALLY 4 ☒ PENDING 5 ☐ REJECTED 6 ☐ NOT CONSTRUCTED *(Explain in Remarks if 3, 4, 5, or 6 is checked)*

REMARKS

[321] Verglimit did provide snow and ice control for a limited evaluation period. Insufficient compaction contributed to premature overlay failure which precluded a significant evaluation. [700]

FORM FHWA 1461 (REV. 8-79) Previous Editions are Obsolete

VERGLIMIT

Experimental Feature
Final Report

Projects OR 83-04 and OR 83-05

by
William J. Quinn
Research Coordinator

Leon G. Brock
Research Coordinator

and
Gordon Beecroft
Research Engineer

OREGON STATE HIGHWAY DIVISION
Research Section
Salem, Oregon 97310

Prepared for

FEDERAL HIGHWAY ADMINISTRATION
Washington, D.C. 20590

May 1985

TABLE OF CONTENTS

INTRODUCTION 1

TEST SITES 1

CONSTRUCTION 1

MIX DESIGN 1

PLACEMENT 2

SAMPLING & TEST RESULTS. 3

PERFORMANCE. 5

DISCUSSION 6

CONCLUSIONS. 8

RECOMMENDATIONS. 9

APPENDIX A: Specifications
APPENDIX B: Construction Criteria
APPENDIX C: Semi-log Plot - Verglimit Additive vs ADT

VERGLIMIT SURFACING ON THE SALMON RIVER AND QUARTZ CREEK BRIDGES

INTRODUCTION

Bridge deck icing is a phenomena that Highway Departments and motorists must contend with each winter. The formation of ice on bridge decks as the temperature falls below 0 C (32 F) creates a particularly treacherous condition. Since much less heat is stored in the deck than in the ground, the deck can ice while the rest of the roadway is clear. When this occurs, unwary drivers may approach these bridges at unsafe speeds.

Verglimit is the proprietary name for a multi-component defroster that is added to the asphalt concrete wearing surface. It is a specifically conserved and activated defroster compound which is released in small quantities by the traffic induced abrasion. Verglimit, which is produced in Germany, has been primarily used in Europe. In view of the favorable reports from Europe, it was decided to test it on two bridges in Oregon that are known to have icing problems.

Test Sites

The Salmon River Bridge in Clackamas County, approximately 12 miles east of Sandy on the Mount Hood Highway and the Quartz Creek Bridge in Clatsop County, approximately 47 miles northwest of Portland on the Sunset Highway were selected to receive Verglimit modified asphalt concrete overlay. It was estimated that the Salmon River Bridge would require 470 tons of Verglimit modified asphalt concrete and the Quartz Creek Bridge would require 270 tons.

CONSTRUCTION

Mix Design

The mix design was the same for both structures and was provided by the Materials Laboratory using aggregate from Baker quarry, #34-80-1, and stockpile gradations supplied by field personnel. The design had 31 percent coarse aggregate (3/4 - 1/4), 58.5 percent fine aggregate (1/4 - 0), 5 percent sand and 5.5 percent Verglimit. The recommended gradation, including the Verglimit was:

TABLE I
MIX DESIGN GRADATION

Sieve Size	Percent Passing
3/4	100
1/2	87
3/8	77
1/4	66
10	32
40	16
200	5.0

The asphalt to be used was AR4000W with a penetration of 79 and 0.5 Pave Bond Special as an additive. The recommended asphalt content was 6.0 percent. The design voids were 1.1 percent at 100 percent compaction.

Placement of Overlays

Prior to placement of the overlays, membrane waterproofing was installed on both structures. The overlay placement was relatively routine with the following points being noted.

	Quartz Creek Br.	Salmon River Br.
Date of paving	9/15/83	9/16/83
Tons placed	220.3	401.32
Mix temp. at placement	275 F (135 C)	260 F (127 C)
Verglimit added *	5.5%	5.3%
Air temperature	58 - 80 F (14 - 27 C)	50 - 60 F (10 - 16 C)

The overlays were compacted with 10-ton rollers until they were smooth in appearance. A standard class "C" mix was used to feather the ends of the overlays. The structures were then sanded, rolled, and opened to traffic.

* Calculated from a sack count at the plant.

Sampling and Test Results

During placement of the overlay, samples were taken and submitted to the Materials Laboratory for testing. On October 28, 1983 both overlays were cored (1 core each) to determine compaction. The nuclear density gage was not used since the overlays were too thin (approximately 1 1/2 inches). A minimum of 2 inches is required for accurate results from the gage. Skid data on both structures was taken on August 12, 1983, before paving, and September 22, 1983 after paving, for comparative purposes. The test results are tabulated in Table II.

Table II

Tests	Quartz Cr.	Salmon Rvr.	Specification
No. of samples	4	6	
Gradation, percent passing			
3/4	99	100	95 - 100
1/2	88	86	81 - 93
1/4	66	64	66 +/- 6
4	55	52	
10	32	31	32 +/- 4
40	13	15	
200	1.8	2.6	5.0 +/- 2
Asphalt, percent	5.85	5.3	5.5 +/- .5
Verglimit, percent (1 test)	5.4	4.5	5.5 +/- .5
Moisture, percent			
sealed samples	0.31 (1 sample)	0.32 (3 samples)	0.70 max
unsealed samples *	1.53	1.48	
No. of passing samples	0 of 4	1 of 6	
Compaction samples - 1 core each side			
thickness	1.5	2.2	1.5 min
percent compaction			
field estimate	87.7	87.4	(see discussion)
lab results	87.5	82.6	
voids, percent **	12.5	17.4	
Skid data			
before overlay (8/12/83)	39	47	
after overlay (9/22/83)	59	58	

* uncompacted samples were hydrophilic when exposed to air
** far in excess of the manufacturer's recommendation of 4 percent max

PERFORMANCE

Approximately one week after placement of the overlays, both bridges were tested to determine the effectiveness of the membranes. The Quartz Creek Bridge had a low electrical resistance reading indicating that the deck was not fully protected from chlorides. The Salmon River Bridge was found to be in excellent condition.

Quartz Creek Bridge

The first inspection was on November 3, 1983, approximately seven weeks after paving. There was some minor raveling in the wheel tracks and spalling had begun at several joints. In January 1984, it was necessary to extensively patch the Verglimit overlay. On February 1, 1984 the bridge was again inspected and it was noted that approximately 20 percent of the eastbound lane had been patched because of raveling. There were many more areas in both the eastbound and westbound lanes where more raveling had occurred after the patches were placed.

The Verglimit appeared to be effective in melting snow and reducing the formation of ice on the deck, however, the extensive raveling exposed much more of the Verglimit additive than would be intended.

In September 1984, a contract was let to remove the remaining Verglimit modified asphalt concrete, replace the membrane and place a new overlay on the deck using a conventional "B" mix.

Salmon River Bridge

During the period October 17 - 21, 1983, one month after paving, deck joints were installed and the overlay appeared to be in good condition. The first freezing weather occurred on or about November 1, 1983. On November 23, 1983, deterioration of the overlay was first noted. By November 28, 1983, the pavement was severely deteriorated and there were areas where the membrane waterproofing was exposed.

On December 15, 1983, the entire eastbound lane was covered with a one inch lift of commercial asphalt concrete.

In September 1984, a contract was let to remove the remaining Verglimit modified asphalt concrete, replace the membrane and place a new overlay on the deck using a conventional "B" mix.

DISCUSSION

Even though the two test sections failed prematurely, there is ample evidence that the material did reduce icing and snow on the decks. This is the desired result and bears out the experiences of others with the product. The premature failure of the overlay can be attributed to the failure of the materials to meet the specifications (Appendix A) and the failure of the specifications to adequately address the manufacturer's design and construction criteria (Appendix B).

The laboratory data (Table I) indicates the mix was deficient in passing #200 material and/or asphalt. Either condition increases the design voids at 100 percent compaction and makes placement of a dense overlay such as that required for a Verglimit modified mix, difficult, if not impossible, regardless of the compactive effort expended. The compaction results obtained from the cores indicate that the overlay void content was 3 to 4 times greater than the manufacturer's recommendation, a condition that virtually guarantees ravelling of the overlay.

The skid numbers showed a significant increase after placement of the overlay. The amount of increase could be significantly less if proper void content had been realized.

The project specifications failed to adequately address several of the manufacturer's design and construction guidelines. Failure to note these specific points may have affected the overlay performance.

The Quartz Creek and Salmon River Bridges have an ADT of 4,000 and 6,000, respectively, and are both located in areas of studded tire use during the winter season. The guidelines given for the Verglimit addition level is "as low as 3.5 percent on a site with very heavy traffic and a high percentage of studded tires" (10,000 ADT) or, "as high as 7.5 percent with very little (300 ADT) and slow (30 km/hr, 19 mph) traffic" with "the common addition rate being 5.5 to 6.5 percent". Serious consideration should then be given to using a semi-log approach (see Appendix C) to estimating the Verglimit addition level. If this is done, an addition rate of 4 percent for 6,000 ADT and 4.5 percent for 4,000 ADT would be recommended rather than the 5.5 percent used on both structures.

For many small jobs such as these, the only aggregate available is from commercial stockpiles. Historically, the gradations of these stockpiles is, at best, sketchy. To design a critical mix, such as the Verglimit modified asphaltic concrete, requires extensive sampling from stockpiles that would be reserved for the production of the special mix. Failure to get a representative gradation would result in mix design stockpile proportions that may not be appropriate for the actual material reserved for production. This is a condition that could result in a final product that cannot be compacted to meet the minimum compaction requirements.

Assuming that a mix can be produced that can be compacted to meet the compaction requirements, one further item needs consideration. Compaction is very dependent on temperature. Not only must the mix come from the asphalt plant within the proper temperature range, it must reach the job site and be placed and ready for the breakdown rollers with enough heat remaining in the mix to achieve proper compaction. The haul distance determines to a great extent the amount of heat that will be lost by the mix in transit to the job site. If the haul distance is so great that heat-loss prevention techniques would not allow placement of the mix at the proper temperature, then other alternatives, such as using a portable plant at the job site, should be considered.

The mix design did not meet the manufacturer's guidelines in as much as the recommended asphalt content was not bracketed and the design mix placement temperature was 280 F (138 C) instead of the recommended 284 F (140 C) behind the paver. (The actual placement temperature was much lower.) Bracketing of the mix design asphalt content may result in a more suitable mix with a higher asphalt content thus making it easier to obtain the recommended void content. The manufacturer's guidelines state that "the temperature of the mix behind the paver must be at least 284 F (140 C). The specifications say that the mix temperature at the time it is spread shall be "within the 240 F (115 C) to 300 F (150 C) range" and "be as designated by the engineer". Since temperature is so important to compaction and to the performance of the Verglimit, a value of 284 - 300 F (140 - 149 C) at laydown is recommended to help insure optimum compactability. Failure of any load to meet this condition should result in rejection of the load.

Compaction specifications for these jobs were not adequate. With the extremely critical void content of between 3 and 4 percent, special rolling requirements, placement requirements and density measurement methods should be treated in detail.

The design and construction notes supplied by the manufacturer are very specific about how joints and porous spots are to be handled and should be so addressed in the specifications.

CONCLUSIONS

The Verglimit modified asphalt concrete did provide snow and ice control during the short time it was intact. The premature failure of the overlay can be attributed to the problems previously discussed and in view of these, the probability of getting a successful test was very small. Consequently, Verglimit modified asphalt concrete should not be judged on the basis of this demonstration project.

RECOMMENDATIONS

If a future demonstration project using Verglimit is undertaken, the following recommendations are offered for consideration.

1. Place the overlay on a section of roadway, in a snow zone, so that in the event of a failure, the membrane would not have to be replaced.

2. Place the overlay early in the summer so that the weather conditions are optimum for laydown and so that the overlay has longer to "cure" before the snow season.

3. Pay particular attention to the mix design and stockpile gradations so that the proper amount of asphalt and fines will be obtained in the mix.

4. Provide for expansion joints and pavement dams to be placed immediately after compaction is completed.

5. Specify a 2 inch minimum thickness so that accurate in-place densities can be determined during placement, using a nuclear gage.

6. Use the minimum amount of Verglimit that is practical for the ADT at the site.

7. Pay particular attention to the longitudinal joints and treat them according to the manufacturer's instructions.

APPENDIX A

Specifications

SECTION 403 - ASPHALT CONCRETE PAVEMENT

Asphalt concrete pavement with Verglimit additive shall be constructed in conformance with Section 403 of the Standard Specifications supplemented and/or modified as follows:

Delete subsections 403.11 and 403.12 of the Standard Specifications and add the following new subsections 403.11, 403.12, 403.13, 403.14, 403.15, 403.16 and 403.17.

403.11 Classes of Asphalt Concrete and Proportions of Materials - This specification provides for the following class of asphalt concrete.

Sieve Size Passing	Class "B" Percentages of Total Aggregate (by weight)
1"	100
3/4"	95-100
1/2"	81-93
1/4"	52-72
No. 10	21-41
No. 40	8-24
No. 200	2-7
Asphalt Cement	4-8*
Verglimit	5-6*

*Percent of total mix (by weight).

403.12 Asphalt Cement, Verglimit and Additives - The asphalt cement shall be a viscosity or penetration graded asphalt, with the understanding that any one of the grades is to be used at such times and under such conditions as determined by the engineer.

Antistripping additives required for strength retention shall be added to the mix as determined by the engineer.

Salmon River Bridge Section
Bridge Deck Resurfacing

Asphalt cement and antistripping additives shall meet the applicable requirements of Section 702 of the Standard Specifications. The use of silicones as an additive to asphalt cement will not be permitted.

Verglimit additive is a chemical multicomponent de-icer available from the following source:

PK Innovations
466 Burlington St. East
Hamilton, Ontario, Canada L8L 4H9
Tel. (416) 528-7023

403.13 Composition of Mixtures and Proportions of Materials - The asphalt concrete mixture shall be composed of aggregate, mineral filler if required, asphalt cement, Verglimit and additives if required, intimately combined in the proportions specified for the type of asphalt concrete mixtures involved as such are given herein. Specified aggregate proportions are given in percentages of the weight of the total aggregates.

At least 15 days prior to producing any of the mixture for use in the asphalt concrete pavement, representative samples of acceptable materials proposed for use in the mix shall be furnished to the engineer for use in determination of the proportions of each of the several constituents to be used in the mixture. The proportions so determined shall be known as the "job mix formula" and shall be changed only upon order of the engineer. No mixture will be accepted for use until the "job mix formula" for the project is determined.

The materials to be used in the work shall be of such nature that a mixture of them, proportioned in accordance with the "job mix formula", will have a retained strength of not less than 70% when tested in accordance with OSHD 308.

403.14 Job Mix Formula and Tolerances - After the job mix formula is determined as prescribed in subsection 403.13, the several constituents of the mixture and the temperature of the mixture at the time it is placed in final position shall conform thereto within the following tolerances, but always within the range of proportions specified in subsection 403.11:

Constituent of Mixture	Tolerance (Plus or minus to job mix formula)
Aggregate passing 1", 3/4", 1/2" and No. 40 sieves specified in subsection 403.11.	Within the range of the proportions specified in subsection 403.11
Aggregate passing 1/4" sieve . . .	6.0%
Aggregate passing No. 10 sieve . .	4.0%
Aggregate passing No. 200 sieve. .	2.0%
Asphalt cement	0.5%
Verglimit	0.5%
Temperature of mixture at time it is placed in final position .	20°F

403.15 Acceptance of Materials:

(a) Aggregates - Aggregates produced according to subsection 403.16 will be subject to acceptance as they are produced and stockpiled.

If the contractor wishes to produce coarse and fine aggregates in sizes other than those stated in subsection 403.16, he shall so request in writing to the engineer. The target value and tolerances for each of the individual sieve sizes of the materials the contractor proposes to produce must be documented by contract change order.

(b) Asphalt concrete mixture - Acceptance of the mixture will be based on job control sampling and testing by State field personnel and by the Division's Engineering Lab as follows:

1. For each 100 tons of mix placed, State field personnel will determine asphalt cement content from tank stickings, weighings or metering and determine Verglimit content by weighing or counting empty sacks.

2. Field personnel will provide the Lab with 15-20 lb. samples of mixture taken randomly from the road or trucks for each 100 tons of mixture placed. The Lab will determine aggregate gradation compliance and run check tests on asphalt cement and Verglimit content.

403.16 Aggregates - Delete the provisions of subsection 703.08 of the Standard Specifications and substitute the following:

Aggregates for the asphalt concrete pavement shall conform to the following:

(a) General - During production of aggregates, samples of each size shall be provided as frequently as the engineer may consider expedient to determine conformance to requirements. On the basis of testing, the contractor shall modify or adjust his crushing and screening operations as necessary to bring the materials within quality requirements, gradings, proportions and quantities of each separate size as specified herein.

The determination of sizes and gradings shall be as set forth in OSHD 204.

(a-1) Fracture of gravel (OSHD 213) - If crushed gravel is furnished, 60 percent (by weight) of the material retained on each designated sieve 1/4" or larger and 50 percent (by weight) of the material retained on the #10 sieve shall have at least one fractured face produced by mechanical crushing.

(a-2) Plasticity (OSHD 103) - Aggregates passing the 1/4-inch sieve shall meet the plasticity index requirements set forth in subsection 703.07(d) of the Standard Specifications.

(a-3) Soundness - The crushed aggregates shall not have a weighted percentage of loss of more than 18% when subjected to five alternations of the sodium sulfate soundness test (OSHD 206).

(a-4) Durability - The crushed aggregates shall meet the following test requirements:

Test	Test Method	Requirements
Coarse Aggregates		
Degradation		
Passing No. 20 Sieve	OSHD 208	30% Max.
Sediment Height	OSHD 208	3" Max.
Abrasion	OSHD 211	30% Max.
Fine Aggregate		
Degradation		
Passing No. 20 Sieve	OSHD 208	30% Max.
Sediment Height	OSHD 208	4" Max.

(a-5) Deleterious substances - The amount of deleterious substances in each test fraction of the crushed aggregate material shall not exceed the following:

Test	Test Method	Percentages (by weight)
Lightweight Pieces	OSHD 222	1.0 Max.
Wood Particles	OSHD 225	0.1 Max.
Friable Particles (Coarse Aggregate)	OSHD 221	2.0 Max.
Friable Particles (Fine Aggregate)	OSHD 221	3.0 Max.

The aggregates shall be reasonably free from all other deleterious substances such as soft or disintegrated pieces, clay, loam or vegetative matter, either in a free state or as a coating on the stone.

(b) Coarse aggregate - That portion of the aggregate retained on a 1/4-inch sieve will be known as coarse aggregate and shall be crushed rock or crushed gravel. The coarse aggregate shall contain not more than 5 percent (by weight) of flat elongated pieces having a dimension greater than twice the maximum screen size for the specified grading.

(b-1) Separated sizes - Coarse aggregate for the asphalt concrete mixture shall be produced and stockpiled in either the 3/4" - 1/4" size or the 3/4" - 1/2" and 1/2" - 1/4" sizes at the contractor's option.

(c) Fine aggregate - That portion of the aggregate passing the 1/4-inch sieve shall be known as fine aggregate and shall consist of finely crushed rock or finely crushed gravel, fine sand and other finely divided mineral matter.

Fine aggregates for the asphalt concrete mixtures shall be produced and stockpiled in either the 1/4" - 0 size or the 1/4" - #10 and #10 - 0 sizes at the contractor's option.

403.17 Mineral Filler - Mineral filler shall meet the requirements of subsection 703.15.

403.31 Weather Limitations - Delete subsection 401.31 of the Standard Specifications and substitute the following:

403.31 Weather Limitations - Asphalt concrete mixtures shall be placed on dry prepared surfaces when the air temperature in the shade and the surface temperature is 50°F or above. However, the engineer may permit the contractor to begin paving work if the temperature is 45°F or above and rising and in the judgment of the engineer will be 50°F in a reasonable period of time. Placing of any mixture during rain or other adverse weather conditions normally will not be permitted, except that mix in transit at the time these adverse conditions occur may be laid if of proper temperature, if the mix has been covered during transit, if placed on a foundation free from pools or flow of water and if all other requirements of these specifications are met.

403.33 Bituminous Mixing Plant - Delete 401.33(c) of the Standard Specifications. The mixing plant used on the project shall be a batch type plant.

The mixing plant used shall conform to the requirements of subsection 401.33 of the Standard Specifications and the following modifications thereto:

Truck Scales - Delete subsection 401.33 (a-10) of the Standard Specifications and substitute the following:

(a-10) Truck Scales - Each pay load of bituminous mixture shall be weighed on vehicle scales meeting the requirements of subsection 109.02 except as follows:

When vehicle scales meeting the requirements of subsection 109.02 are available for check weighing, the contractor, upon written approval of the engineer, will be permitted to use either an approved automatic printer system as provided in subsection 401.33 (a-1) or an approved weigh hopper that is accurate to 0.5 percent. Use of these methods of determining pay weights will be discontinued when random check weighings indicate that the quantities are not accurate to 0.5 percent. Each load of mixture shall have a weigh ticket provided by the automatic printer system or by a Division provided weighperson. The Division provided weighperson will not be involved in any way in the production of materials or the loading of contractor's vehicles. The contractor shall be responsible for any additional costs resulting from the use of these weigh methods.

403.34 Hauling Equipment - After each application of an approved coating material, and prior to loading, the vehicle bed shall be drained of all excess coating material by raising the truck bed, opening belly dump gates or operating the conveyor belt as appropriate for the type of equipment being used.

Salmon River Br.dge Section
Bridge Deck Resurfacing

403.40 Heating Bituminous Cement - Delete the last paragraph of this subsection in the Standard Specifications and substitute the following:

The temperature of the asphalt cement upon entry into the mixture shall be not less than 250°F nor more than 350°F.

403.43 Hauling, Spreading, Finishing and Temperature Control - Contrary to the provisions of subsection 401.43 the temperature of the mixture at the time it is spread into final position shall be as designated by the engineer within the 240°F to 300°F range.

The moisture content of the mixture at the time it is spread into final position shall not exceed 0.7 percent.

When placing asphalt concrete pavement in layers of 2 inches or less in thickness is being performed under traffic, work shall be scheduled in a manner such that at the end of each working shift one strip of new travel lane pavement shall not extend ahead of the adjoining strip of travel lane pavement more than the distance normally covered by each shift.

Prior to any suspension of operations for a period of one day or more, the full width of the pavement shall be completed to the same elevation with no longitudinal dropoffs within this width. The transverse dropoff at the end of each strip shall be feathered out as directed by the engineer.

Where abrupt dropoffs occur within or at the edge of the paved surface the contractor shall provide suitable warning signs as required under "Temporary Protection and Direction of Traffic".

Transverse construction joints shall be cut back to good material and squared up prior to proceeding with paving operations.

The intermingling of asphalt concrete mixtures produced from more than one job mix formula is prohibited.

403.44 Compaction - Compaction shall be performed in conformance with the requirements of subsection 401.44 of the Standard Specifications except:

403.44 Compaction - Compaction to the specified density requirements will not be required on this project. In lieu thereof, compacting of the asphalt concrete mixture shall conform to the following:

The asphalt concrete mixture in the base course and leveling course shall be compacted with rollers conforming to the requirements set forth under subsection 401.36 of the Standard Specifications and having a minimum gross weight of 10 tons. The rolling shall continue until the entire surface has been compacted by at least four coverages of the roller and, unless otherwise directed by the engineer, shall be completed within 15 minutes after the mixture has been spread and struck off by the paver. Additional rolling shall be performed as necessary to attain thorough consolidation of the mixture.

403.81 Measurement - The quantities of asphalt concrete mixtures shown in the Bid Schedule were computed on the basis of aggregates having a specific gravity of 2.75. When the contractor notifies the engineer what source is to be used in production of aggregates for asphalt concrete mixture the engineer will recompute the quantities of the mixtures required based on the specific gravity of the aggregates to be used. The pay quantities of the various classes of asphalt concrete mixtures may be adjusted accordingly with no adjustment in contract unit prices.

403.91 Payment - Add the following new pay item:

Pay Item	Unit of Measurement
Verglimit Additive	Ton

Antistripping additives will be paid for at the contractor's actual documented costs with no percentage allowance or mark-up allowed.

SECTION 407 - ASPHALT TACK COAT

The asphalt tack coat shall be constructed in conformance with Section 407 of the Standard Specifications supplemented and/or modified as follows:

407.32 Application Method and Rates - Normally, the asphalt shall be applied to the prepared surface at a rate within the range of 0.06 - 0.10 gallons per square yard, the actual rate to be as directed by the engineer.

APPENDIX B

Construction Criteria

DESIGN AND CONSTRUCTION NOTES FOR ANTI-ICING PAVEMENTS CONTAINING VERGLIMIT

In general, the locally prevailing design, specifications and procedures are used for the mix design and construction of VERGLIMIT pavements. The details given below cover those aspects requiring special attention. Any questions concerning these notes should be directed to Verglimit SA or their local representative.

I. COMPOSITION AND DESIGN OF MIX

1. Basic Mix Without VERGLIMIT

The mix design starting point is always the usual design for dense-graded surface mixes, which is based on local experience and specifications. The most suitable mix which would be specified for the site if no VERGLIMIT was incorporated should be selected. Recommended is a dense-graded asphaltic concrete with a high content of coarse aggregate which provides a high macro texture (10 mm to 18 mm. minus 7/16" - 3/4"). For the selection of aggregates and asphalt cement (bitumen) and the composition of the mix (gradation, asphalt cement content) the conditions of the site and the local climatic conditions (alignment, gradient, elevation, exposure, traffic density, traffic speed, number of trucks, studded tires, etc.) must be considered.

2. Modification of Basic Mix: VERGLIMIT Addition Level

VERGLIMIT additions are typically given in terms of total weight of mix (aggregate + asphalt cement + VERGLIMIT = 100%). The most common addition rate is 5.5-6.5%. It can be as low as 3.5% on a site with very heavy traffic and a high percentage of studded tires (10,000 vehicles with 100% studded tires) or as high as 7.5% on a small site with very little (300 cars) and slow 30 km/h (18 mph) traffic. The size of the particles ranges from minus 0.1 mm to plus 5.0 mm. The specific weight is 1.8 g/cm^3, i.e. 5% of VERGLIMIT has a volume of about 7% in the mix. During incorporation of VERGLIMIT and during the construction of the pavement a portion of the VERGLIMIT particles is crushed, which results in a somewhat higher content of the finer aggregate. This makes the following modifications of the basic mix necessary.

3. Gradation

To compensate for VERGLIMIT addition, the sand and screenings content up to 5 mm (#4) in size has to be reduced by weight, in accordance with the VERGLIMIT addition rate.

4. Filler Content (Fines)

In order to avoid an unwanted hardening of the binder ratio of filler to asphalt cement in the VERGLIMIT mix should not exceed 1.7 to 1 by weight.

5. Asphalt Cement Content

It should be noticed, that VERGLIMIT has a higher volume than the aggregate and that it is a little porous. Therefore, the asphalt cement content of the usual mix (basic mix) must be raised by 0.1 to 0.3% by weight. It remains unchanged for any mix which is high in asphalt cement content.

6. Method for Mix Design

The mix design test methods normally adopted should be followed. The Marshall method has been found to be appropriate when VERGLIMIT is incorporated. The VERGLIMIT must be added cold, as the last item (i.e. after asphalt cement mixed in) during the preparation of the mix prior to compaction. Addition of the VERGLIMIT about 15 seconds before the end of mixing has been found suitable with satisfactory coating being achieved. Marshall briquettes and any mix should be cooled and stored in a desiccator with a drying agent to avoid the absorption of moisture. The weighing under water for density estimation and the 60 degree C. (140 degree F.) water storage, which is done before the actual Marshall stability test, do not cause any problems. During vacuum saturation of mix for maximum density determination, testing times must be kept as short as possible. (Leaching of VERGLIMIT during this test does not appear to influence the results.) It is recommended that different compaction efforts (2 x 50 blows (low) as well as 2 x 75 blows (high)) be used. By this method the potential compaction induced by high traffic volumes can be estimated. VERGLIMIT favors the compaction characteristics of the mix. The density is increased and the Marshall stability changes accordingly. The results of these tests should be discussed with Verglimit SA or representative.

7. Air Voids of the Test Briquettes

- The air voids of the Marshall test briquettes should be adjusted according to the placement site and should be within the following limits:

- 1.5 2.5% for pavements with little traffic, located considerably above sea level, in the shade or other extreme conditions or if they carry traffic with studded tires.

- 2.0 - 3% for pavements with a high traffic volume and exposed to the direct influence of sunshine.

The control tests done with the mix taken from the plant should show only very little difference to this data.

II. MIX PREPARATION AT PLANT

1. Careful Mixing

The design composition of the mix (gradation, filler, asphalt cement and VERGLIMIT content) has to be followed very carefully.

2. Handling of VERGLIMIT

It is equally important to a) handle VERGLIMIT with care in order to keep the crushing of the VERGLIMIT particles as low as possible; b) use the least mixing necessary to ensure that all VERGLIMIT particles are totally covered with asphalt cement.

3. Storage of VERGLIMIT

VERGLIMIT is delivered in 25 kg (55 lb.) polyethylene bags and must be stored in a dry place. To avoid undesirable absorption of moisture, the sacks should not be opened before they are emptied into the mix.

4. Screening — Important: Sacks must not be thrown into mix.

To eliminate occasional lumps, the sacks must be emptied over a sieve with openings of approximately 20 mm by 20 mm (3/4 in. x 3/4 in.). The openings of the (screen) sieve should not be too small or the flow of material is interfered with.

5. Protection of Personnel

The workers that are in direct contact with the VERGLIMIT particles must wear goggles and gloves. Depending on the working conditions, it is recommended that the workers wear protective breathing masks. (See remarks on the sacks). Contact with the skin must be avoided.

6. VERGLIMIT Addition

VERGLIMIT must be added continuously and loosely into the pug-mill. The apparatus for the addition must be constructed in such a way that each batch can be added in no less than 5 (to ensure homogeneous distribution in the mix) and no more than 10 (to avoid cracking) seconds. If a batch mixer is used the following systems have been proven successful:

a) addition directly into the pug-mill through a hopper or via a conveyer belt. Whenever possible VERGLIMIT should be added in complete sack units only, which means that the batch weight must be adjusted accordingly. When using a hopper a lock-gate is appropriate because that way the hopper can always be filled again while the mixing process takes place.

b) addition directly over the filler scale. This method is favorable if there are 2 filler scales at the pug-mill. When using this process it is particularly important to make sure that VERGLIMIT is added gradually (not all at once, minimum 5 seconds) and is not exposed to the air for a long period of time.

*auger systems are to be avoided because they might lead to a considerable amount of cracking of the VERGLIMIT particles. If they have to be used the auger should not be longer than 2 m (2.2 yds) and should only be used for horizontal transportation. Under no circumstances it may be heated with the aggregate.

7. Time for VERGLIMIT Addition

All aggregates, including the fines, must be in the pug-mill first. Then the addition of the asphalt cement is started. After a minimum of 1/3 of the asphalt cement is added, the VERGLIMIT addition can be started and it should be finished at approximately the same time as the asphalt cement addition is completed.

8. Final Mixing Time

The mixing time after all components including VERGLIMIT have been added should only be long enough that the VERGLIMIT particles are adequately coated with asphalt cement. This can be easily checked by looking at the mixed batch. No white particles should be visible after mixing. It has been found that the total mixing time usually remains unchanged from normal procedures. If due to plant constraints the asphalt cement and VERGLIMIT cannot be added at the same time, the basic mix including the asphalt cement is mixed properly first. Then the VERGLIMIT is in the mix, the additional mixing time should not exceed 15 seconds.

9. Mixing and Storage Temperatures

The mixing temperature depends on the type of asphalt cement. The respective norms must be observed. A mixing temperature of 165 to 170 degrees C (329 to 338 degrees F) must not be exceeded at any time since the mix might otherwise become like a mastic asphalt (Bituminous mastic concrete) in character. If the mix is stored in heated/insulated silos this temperature must not be exceeded either. (It should be noted that the temperature in silos with a capacity above 50 tons can increase by some degree due to exothermic oxidation processes without supplying any further heat to the mix from the outside.)

III. PLACING AND COMPACTION

1. Basic Rules

Placing and compaction characteristics are not significantly different between a mix with or without VERGLIMIT, but the influence of placing and compaction defects are more severe since

the VERGLIMIT particles can absorb moisture in a badly compacted surface course. To obtain good wearing results for the VERGLIMIT surface, and to avoid defects due to water penetrating into the pavement, the notes given below should be observed. The following 3 points are of particular importance:

-in order to avoid water penetration into the uncompacted surface placing must not be done during rain and rollers must be used without water.

- the supporting pavement surface should be free of cracks, smooth and as dense and closed as possible. The air voids content of the compacted VERGLIMIT surface must be between 3 and 4%

- longitudinal joints, construction joints and porous spots are very critical to performance and must be treated as follows:

a. Supporting Pavement Surface

Surfaces being paved over must fulfill the usual requirements for smoothness, freedom from cracks and impermeability. Wide cracks will reflect through when a thin overlay of 3 to 4 cm (1 in. - 1.5 in.) thickness is applied as they do when normal mixes are used. Therefore, the surface being paved over should be given a proper cleaning and preparation, or even a new profile if necessary. The supporting pavement surface must be dry and free of dirt and dust. The surface being paved over should be pre-coated with 300 to 500 g per square meter (10 oz to 1 lb per square yard) of suitable cationic emulsion or 150 g to 300 g per square meter (5 oz to 10 oz per square yard) of a water-free tack coat in order to obtain a proper bond between the old and the new layer.

2. Weather

VERGLIMIT surfaces should be placed in dry and warm weather only. The air temperature should not be lower than 10 degrees C (50 degrees F) and the supporting pavement surface should be dry. All placing has to be avoided during rain.

3. Pavers.

The same general conditions and specifications for placing a regular mix are applicable. Use only pavers with high pre-compaction screed capabilities operated at the highest compaction settings in order to obtain a smooth, closed surface. If there are still some porous spots visible behind the paver, they have to be filled with some additional mix before the first roller passes. Inclines should always be paved uphill. If the width of the road varies, the use of pavers with hydraulically movable extensions is recommended.

4. Hand Work

Hand work must be kept to an absolute minimum, and must be avoided in the wheel paths. Porous areas and those being placed by hand must be sealed with a suitable emulsion-filler sealant before they are opened to traffic.

5. Longitudinal Joints

If possible, the whole width of the road should be placed in one pass with a single paver. Otherwise two pavers should be operated in tandem to avoid cold longitudinal joints. When this is impossible, careful longitudinal joint compaction is necessary. If the longitudinal joint is placed cold (edge of first paver path cold, new path hot), the necessary uncompacted height of the mix has to be calculated (screed must be elevated sufficiently above the surface of the first paver path). A tack coat and/or infra-red heating of the cold joint is required. (Alternatively, a melting joint tape can be used.) It is strongly recommended that the joint be sealed to a width of 15 cm (6 in.) th same day. This is mandatory if the joint is a little porous.

6. Construction Joints and Edges

VERGLIMIT pavements must not be feathered down during construction. A full, sawn joint is required. The edges and the sawn joint must be clean and treated with tack coat. (If feathering must be adopted due to construction constraints, this must be done with regular mix). The most suitable working method is to start and end placing with plain mix (minimum of one truckload) and to continue with VERGLIMIT-mix without a transition. This way not only the construction joints are safe but also a possibility is provided to run the pneumatic-tired roller hot before it is operated (as the first roller) on the VERGLIMIT-mix.

7. Sealing of Critical Parts

All construction joints, contacts, porous parts, sides and edges are to be sealed the same day in order to keep water from penetrating into the surface. This will prevent potential ravelling of those areas.

8. Pavement Thickness

The thickness of a VERGLIMIT pavement should at no point be less than 2.5 times the minimum size of the coarsest aggregate in the mix.

9. Placement Over Concrete

If VERGLIMIT pavement is placed over concrete without a sufficient asphaltic concrete base course in between, the joint location for the concrete has to be carefully referenced to permit necessary surface cuts later on.

10. Air Voids

Compaction of the mix is the governing performance factor for the pavement, in terms of stability and durability (Suitable calibrated nuclear gauges can be used for overall compaction control.) The voids content of the pavement of drilled cores must under no circumstances exceed:

- average of 4%

- individual value of 5%

A desirable voids content between 3 and 4% should be the goal (while water can be used during core drilling, the use of special, denatured alcohol minimizes any water influences). For any VERGLIMIT-addition rate lower than 5.5%, the voids content of the pavement should not be very much lower than 3% since otherwise the effectiveness during winter might be affected. On the other hand the voids content of the pavement must not exceed 4% since otherwise water may penetrate into the pavement which can result in damage to the pavement. Local destruction always indicates an insufficient compaction in that area. The later in the year the pavement is placed, the more important the strict observation of this rule becomes, because in cold weather the pavement cannot be benefitted from the traffic induced compaction.

11. Compaction Techniques

To avoid unwanted cooling of the mix, but more importantly to keep water from penetrating into the uncompacted surface, no water should be used at rollers (i.e. rolling to be hot and dry). If unavoidable, steel-wheeled rollers may be moistened but not wetted. Pneumatic-tired rollers have to be driven dry, or if absolutely necessary to avoid sticking, a very light oiling can be used.

12. Placing Temperature

The placing temperature depends on the type of asphalt cement used as required by local specifications. The temperature of the mix behind the paver must be at least 140 degrees C (284 degrees F) when using an asphalt cement with a penetration of 80, for instance.

13. Recommended Rollers

The contractor is free to select and combine the proper rollers as long as he achieves the required compaction in terms of specified air voids (3 to 4%; section III-10). Experience indicates that a sufficient compaction can be achieved if the following rollers are operated directly behind the paver:

- pneumatic-tired roller (minimum of 2 ton wheel load; hot and

dry) to obtain a quick closing of the surface, then steel-wheeled roller (minimum 12 tons)

- if a vibratory roller is used the surface should be closed by a static steel-wheeled/pneumatic-tired roller afterwards.

14. Maintenance of the Pavement after Placing

To improve the skid resistance properties of the new pavement clean crushed sand or screening free of fine (0 to 3 mm size) should be rolled in during the last roller passes on the warm surface (minimum of 90 degrees C (194 degrees F) at a rate of approximately 1 kg/m^2. (2 lbs/sq yard). During compaction, the VERGLIMIT particles in the upper 1 to 3 mm of the surface have been crushed, which results in increased VERGLIMIT activity at the beginning and a rich surface appearance. This effect can occur until the asphalt cement on the exposed coarse aggregate is worn off by traffic, which might take - depending on the traffic volume and speed - from 2 to 6 weeks. This surplus of VERGLIMIT should be washed off with a large surplus of water for several days using high pressure units. This way the carryover of the VERGLIMIT to the adjoining pavement can be stopped. If during dry days the VERGLIMIT activity is too high, washing should happen again. Once the pavement is worn in, washing is no longer necessary. Treatment will normally only be required in high speed or traffic conflict situations where year round high skid resistance is required. Verglimit SA or representative should be contacted for advice if there are any questions concerning these procedures. Temporary speed reduction signs are also advised. Generally speaking VERGLIMIT surfaces do not need any maintenance. During the winter period they are integrated into the normal ice control program. Any extra runs can normally be saved. If the surface at the beginning of the winter is still closed by oil or rubber residues, it can be treated with rotating steel brushes. After the VERGLIMIT in the upper mm of the pavement has dissolved, most surfaces look rough. The appearance is similar to that of a ravelling surface. By inspecting the pavement edges it is easy to find whether it is actually a loss of aggregate or the normal appearance. If there is a loss of aggregate this is due to insufficient asphalt cement quality or content or due to insufficient compaction as on any normal pavement. This rough appearance is slowly compensated for a great deal by the traffic. But it always remains a bit rougher to a comparable normal pavement, which is beneficial for the long term skid resistance properties.

IV. CONTROLS

General quality controls are to be completed by the contractor and/or owner. The use of a desiccator to store any samples containing VERGLIMIT (cores and mix before and after extrusion for example) should be noted again. Care must be taken at all times to avoid moisture absorption.

Mix samples and drilled cores are to be supplied to Verglimit SA or representative for supplementary analyses and control (all to be hermetically sealed:

- one 15 kg. (30 lb) sample of normal mix without VERGLIMIT
- one 15 kg. (30 lb) sample per 200 tons of VERGLIMIT containing mix
- at least three cores per VERGLIMIT site.

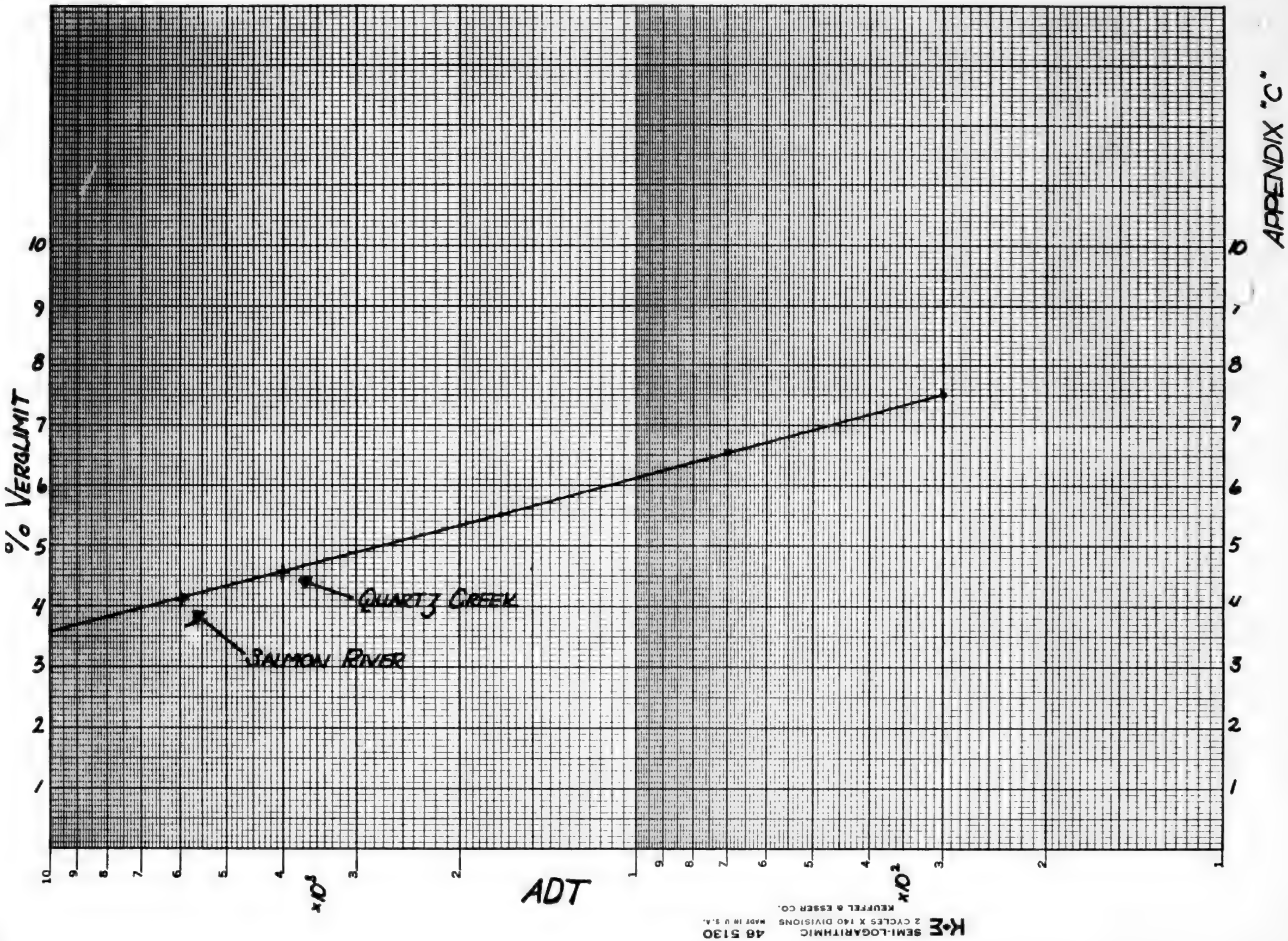
VERGLIMIT SA, GENEVA

APPENDIX C

Semi-log Plot

Verglimit Additive vs ADT

VERGLIMIT ADDITIVE VS ADT



K&E SEMI-LOGARITHMIC 46 5130
2 CYCLES X 140 DIVISIONS MADE IN U.S.A.
KEUFFEL & ESSER CO.

March 27, 1985

Insurance Company of North America
14711 NE 29th Place
Bellevue, WA 98007

CON 5
#9687

Gentlemen or Ladies:

On March 6, 1985, we wrote to you concerning release of final payment on Contract No. 9687 awarded to Baker Rock Crushing Co. for bridge deck resurfacing on the Salmon River Bridge Section of the Mt. Hood Highway in Clackamas County.

Final payment on this contract is $2,000.00. The total contract amount is $130,764.47 including $2,516.09 for work performed under force account.

Sincerely,

Robert W. Cormsen
COMMISSION SERVICES

kjm
cc: Baker Rock Crushing Co.
21880 SW Farmington Road
Beaverton, OR 97007

Emery & Karrigan, Inc.
One SW Columbia, Suite 520
Portland, OR 97258

Insurance Co. of North America
PO Box 7985
San Francisco, CA 94120

bc: C. O. Fredrickson
Walt Hart
E. L. Hardt

r11

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.	2. STATE PROJECT NO.
HES-24(35)	See Below

3. FROM	4. PROGRAM NO.	5. ITEM NO.	2A. COUNTY NAME
Dale E. Wilken, Division Administrator FHWA - Oregon Division		30059	Clackamas

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
9/19/84	Primary 24	Primary 26

10. GENERAL LOCATION:

Mt. Hood Highway at Salmon River Bridge Section

11. GENERAL DESCRIPTION OF WORK

Revised Force Order Costs

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- XX CONSTRUCTION PROCEED ON FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Fredrickson's letter of 9/24/84 the revised costs for State Force Order No. 2 as shown by Supplemental State Force Order No. 2 are approved to a TEC of $1,400; Federal Funds $1,260.

The above approval is contingent upon modification of Project Agreement if additional funds are required.

RECEIVED
STATE HWY ENGR
OCT 8 '84
REFER TO
Potter
FOR

Info	Invest	R/D	D/R	Sign	Act	File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
10/5/84	G. K. Hoosner	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

84-71

SEE INSTRUCTIONS ON REVERSE

KEY ID# 02474

SECTION: Salmon River Bridge #8522 Clackamas Co.

REGION: Metro Region

Hwy 26 SURVEY AUTHORITY

AUTHORIZATION NO. 1 | PREFIX 3-1445 | DATE 7-17-84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 1,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 300
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		500	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		2,000	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		100
906 BRIDGE DESIGN		4,000	921 SPECIFICA-TIONS		2,500	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		200	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION			950 TRAINING		
910 REGION GEOLOGIST			924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		200	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON			932 RAILROAD & UTILITIES					
						TOTALS	$	$ 11,000
						PREVIOUS AUTHORIZATION		$
						ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

LOCATION ENGINEER'S REMARKS

State funds requested for PE to explore ...

...

...

...

- Veatch ✓
- Anderson
- C.V. Adams
- C.V. Lincoln
- Edwards ✓
- Turpin
- Trout ✓
- C.V. Wakerlin

RECEIVED
JUL 25 1984
ROAD DESIGN SECTION

Do not File ☐
Return To .....
Bring Up ...../...../.....
Action .....

PREPARED BY: Cynthia Wheeler — DATE: 4-27-84

RECOMMENDED, REGION ENGINEER: X Edward Wendt — DATE: 4/30/84

RECOMMENDED, LOCATION ENGINEER: X — DATE:

APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS: X for Jack Hodgkinson — DATE: 7/20/84

APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES: X E.J. Turpin — DATE: 7-20-84

FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

10103
84-71

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02474

SECTION: Salmon River Bridge #8522

REGION: Metro Region

STATE HIGHWAY #	HIGHWAY NAME	MILE POST	LENGTH
26	Mt. Hood	FROM 37.26 TO 37.36	

☐ URBAN ☐ RURAL | CITY | COUNTY: Clackamas | ROAD/STREET NAME

ROUTE # | FEDERAL AID # | APPLICANT (IF OTHER THAN STATE)

COST ESTIMATES (000's)

PRELIMINARY ENGINEERING		$
RIGHT OF WAY		$ 0
ROADWAY	$	
STRUCTURES: Overlay	$ 100	
SIGNALS	$	
ILLUMINATION	$	
TEMPORARY PROTECTION	$ 6.0	
	$	
40% ENGINEERING & CONTINGENCIES	$ 11	
TOTAL CONSTRUCTION		$ 117
TOTAL ESTIMATE		$

PROJECT DATA

GRADING	(✓)	
PAVING	(✓)	
STRUCTURES	(✓)	
SIGNING	(✓)	
SIGNALS	(✓)	
ILLUMINATION	(✓)	
Deck Overlay		✓
ENVIRONMENTAL CLASS	(1,2,3)	2
DESIGN CATEGORY	(1-7)	3
WORK TYPE	(1-12)	4

RIGHT OF WAY

FILES	(#)	N/A
ACRES	(#)	N/A
RELOCATIONS	(#)	N/A

WORK BY STATE/CONSULTANT/APPLICANT

PRELIMINARY ENGINEERING	(S,C,A)	S
CONSTRUCTION ENGINEERING	(S,C,A)	S
RIGHT OF WAY DESCRIPTIONS	(S,C,A)	N/A
RIGHT OF WAY ACQUISITIONS	(S,C,A)	N/A

CONSTRUCTION BY

☒ CONTRACT ☐ OTHER
☐ STATE FORCE
☐ CITY FORCE
☐ COUNTY FORCE

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR)	RECOMMENDED FUNDING SOURCE	RECOMMENDED PROGRAM YEAR
	/	State For PE only	

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	SAME	
STRUCTURES (#)		
SIGNALS (#)		
BIKE PATH (Y/N)		
AVERAGE DAILY TRAFFIC	5,800	8,600
YEAR OF AVERAGE DAILY TRAFFIC	1984	2000

DEFINE THE PROBLEM

A deck overlay was provided in 1983. The overlay has failed and is peeling. Temporary patches are being used to fill potholes, however, the waterproof membrane has failed.

State Funds For PE, Ap...

PROPOSED SOLUTION

Grind off overlay, provide new waterproof membrane and overlay.

REQUESTED, REGION ENGINEER: Edward J. Hamlett — DATE: 4/30/87

APPROVED, ASST. HWY. ENG. FOR OPERATIONS: X — DATE:

APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION: X — DATE:

TRANSP. COMM APPROVAL DATE: 19 June 20 — PROGRAM YEAR: — FUNDING:

734-1911 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.) 84-71

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02474

SECTION: Salmon River Bridge #8522

REGION: Metro Region

PROJECT JUSTIFICATION

A new asphaltic concrete deck overlay was placed in 1983. Due to moisture problems, this is delaminating and coming loose. Potholes are being temporarily maintained with patches; however, waterproof seal on deck has been ruptured. To preserve structure, a new membrane and overlay is ugently required.

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND ETCH MAP

84-71

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02474

SECTION: Salmon River Bridge #8533

REGION: Metro Region

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	N	STORM SEWER	N	AIRPORT CLEARANCE		WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE		SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	N	IRRIGATION	N	FLOOD PLAIN		CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS		DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD		DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	S	STATE LANDS		SECTION 106	N
VICINITY MAP	N	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS		NOISE STUDY	N
SOILS INVESTIGATION	N	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING		SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N			SIGNALS	N	OLD (#)	NEW (#)
						UTILITIES	M	(LIST BELOW)	

COMPANIES

No utilities involved.

RIGHT-OF-WAY							
ACQUISITIONS		RELOCATIONS					
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)				

RIGHT-OF-WAY LIAISON		EASEMENTS (#)		ACCESS CONTROL (Y/N)		DESIGN SPEED	DESIGN STANDARDS

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
							SAME									
							SAME									
PROPOSED																

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Location Engineer

Date

734-1912 (7-82)

7687

DATE: March 12, 1984

TO: Oregon Transportation Commission CON

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Salmon River Bridge Section
Mount Hood Highway, Clackamas County
Contract No. 9687

This federal-aid hazard elimination project was recently completed and it is now apparent that the final cost will exceed the project authorization by $21,000 or 14.7 percent.

This project called for an experimental use of Verglimit additive, a deicing agent, in the asphalt concrete paving mix. This structure has a history of accidents related to icy weather and placement of the product was intended to help reduce this tendency. The overlay is now deteriorating and will require frequent monitoring and maintenance. Some research to determine the cause of the failure will also be performed. The maintenance and research is expected to add $20,000 to the cost of the project.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $21,000 to a new total of $164,481.28. This matter will be on the consent calendar for the March 20 meeting.

HHP:mk sl

bc Fred D. Miller
R. W. Gormsen
C. O. Fredrickson
V. E. Skoog
E. L. Hardt
George Bell

STATE OF OREGON

INTEROFFICE MEMO

Highway Construction 378-6318 FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: March 7, 1984

FROM: O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Salmon River Bridge Section
Mount Hood Highway, Clackamas County
Contract No. 9687

This federal aid hazard elimination project was recently completed and it is now apparent that the final cost will exceed the project authorization by $21,100.00 or 14.7 percent.

This project called for an experimental use of Verglimit additive, a de-icing agent, in the asphalt concrete paving mix. This structure has a history of accidents related to icy weather and placement of the product was intended to help reduce this tendency. The overlay is now deteriorating and will require frequent monitoring and maintenance. Some research to determine the cause of the failure will also be performed. The maintenance and research is expected to add $20,000 to the cost of the project.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $21,100.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: E. L. Hardt
Gary Kennen
R. D. Church
W. F. Cobine

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
MAR 9 '84
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

01-125-1387

9687

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: HES-24(35)

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division
2-24-84

4. PROGRAM NO.:

5. ITEM NO.: 30059

2A. COUNTY NAME: Clackamas

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 11/30/83

8. FEDERAL ROUTE NUMBER: Primary 24

9. STATE ROUTE NUMBER: Primary 26

10. GENERAL LOCATION:

Mt. Hood Highway at Salmon River Bridge

11. GENERAL DESCRIPTION OF WORK

Use of experimental item Verglimit causing excessive raveling - maintain asphaltic concrete surfacing

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON [redacted] FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 11/30/83 as requested in Mr. Fredrickson's letter of 2/16/84 as being cost effective for the use of State forces to proceed with the above work. State Force Order No. 3 is approved for a TEC of $20,000 Federal Funds $18,000.

RECEIVED
STATE HWY ENGR
MAR 5 '84
REFER TO
Potter
FOR

orig
3/5

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
2/24/84	D. K. Hosmer	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

26 N

ROAD DESIGN SECTION DES 16

Gary Kennen
Project Manager

February 15, 1984

Norman Henry
Design Team Supervisor

Construction Narrative Report
Salmon River Bridge Deck Resurfacing
Mt. Hood Highway
Clackamas County
Contract 9687

This letter acknowledges receipt of your narrative report.

We appreciate receiving these reports as they will be helpful to us in preparation of future plans.

CRR:ja

Vantaag
Anderson
Adams
Mannah
Steedemanyer
Turpin
Trost
Wilmeth

RECEIVED
FEB 16 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ___/___/___
Action

JAN 24 1984

1-P

PRICE AGREEMENT

APPLYING TO ALTERATIONS, EXTRA WORK OR CLAIMS FOR EXTRA COMPENSATION

HIGHWAY DIVISION

PROJECT NAME (SECTION) Salmon River Bridge		CONTRACT NO. 9687
HIGHWAY Mt Hood	COUNTY Clackamas	PREFIX ~~00~~3-1058
CONTRACTOR'S NAME AND ADDRESS Baker Rock Crushing Company 21880 S.W. Farmington Road Beaverton, Oregon 97007		F. A. PROJECT NO. HES-24(35) PRICE AGREEMENT NO. 3

DESCRIPTION AND LOCATION OF WORK OR ITEMS COVERED BY THIS AGREEMENT:

Reimburse contractor for furnishing Pavebond additive to Class B Asphalt Concrete mixture under Section 403.91.

PAY ITEM NO.	ITEM DESCRIPTION	EST. QUANTITY	UNIT	AGREED UNIT PRICE	AMOUNT
3003A	Extra For Asph. ~~Pavebond~~ Additive w/Antistrip 5	23.72	Ton	$7.50	$177.90

ESTIMATED NET COST EFFECT OF THIS AGREEMENT ON THE CONTRACT: INCREASE ~~DECREASE~~ $ 177.90

SPECIFICATIONS AND PROVISIONS — THE WORK TO BE DONE UNDER THIS AGREEMENT IS TO BE PERFORMED, MEASURED AND PAID FOR IN ACCORDANCE WITH THE TERMS FOR THE ABOVE CONTRACT EXCEPT AS MODIFIED AS FOLLOWS:

In accordance with Standard Specification for Highway Construction Section 403.91, antistripping additives used as directed will be paid for as extra work in conformance with subsection 109.07.

PLEASE INDICATE YOUR AGREEMENT BY SIGNING, DATING AND RETURNING THE ORIGINAL TO THE PROJECT MANAGER. WORK SHALL NOT BEGIN UNTIL YOU ARE NOTIFIED THAT THE PRICE AGREEMENT HAS EITHER BEEN APPROVED OR THAT WORK MAY COMMENCE UNDER ADVANCE APPROVAL. YOUR SIGNATURE FURTHER INDICATES AGREEMENT THAT PAYMENTS IN ACCORDANCE WITH THIS PRICE AGREEMENT CONSTITUTE FULL AND COMPLETE COMPENSATION FOR ALL COSTS, BOTH DIRECT AND INDIRECT, ARISING OUT OF THE DESCRIBED ALTERATIONS, EXTRA WORK OR CLAIMS FOR ADDITIONAL COMPENSATION COVERED BY THIS PRICE AGREEMENT, AND RELEASES AND DISCHARGES THE STATE FROM ALL SUCH COSTS EXCEPT AS PROVIDED HEREIN.

SIGNED: _____ CONTRACTOR _____ DATE

APPROVAL RECOMMENDED BY LOCAL AGENCY _____ DATE 1-30-84

SUBMITTED BY PROJECT MANAGER Gary Kenner DATE 1-25-84

[redacted] APPROVED BY REGION _____ DATE 1-27-84

NOTED OR APPROVED BY CONSTRUCTION _____ DATE 1-31-84

INSTRUCTIONS — AFTER THE CONTRACTOR HAS SIGNED, THE PROJECT MANAGER SUBMITS THE ORIGINAL THROUGH REGION TO CONSTRUCTION. AFTER APPROVAL COPIES WILL BE SENT TO THE CONTRACTOR, REGION PRO[illegible] AND OTHERS AS APPR[illegible]

FORM E-1 (REV 10-63)

OREGON STATE HIGHWAY DIVISIC

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Salmon River Bridge		WEEK ENDING: January 28, 1984
		SECTION PREFIX: 003-1058
HIGHWAY: Mount Hood		COUNTY: Clackamas
NAME OF JOB: Salmon River Bridge	KIND OF WORK: Bridge Deck Resurfacing	
CONTRACTOR: Baker Rock Crushing Company	CONTRACT NUMBER: 9687	FEDERAL AID PROJECT NUMBER: HES-24(35)
DATE OF CONTRACT: August 4, 1983	DATE WORK STARTED: September 14, 1983	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS: SPECIFIED CALENDAR DAYS 90 CWD	WORK DAYS USED: CALENDAR DAYS USED 66
PROJECT AUTHORIZATION: $143,381.28	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 73
EXCLUSIVE OF ENGINEERING: $132,011.84	ENGINEERING AUTHORIZATION $11,369.44	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $133,075.42	ENGINEERING COST TO DATE $9,260.00 (Corrected)	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 98
ESTIMATED PERCENT: Overrun 1 %	PERCENT OF AUTHORIZATION 81 %	DATE PROJECT WAS COMPLETED: October 21, 1983

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
				100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					470 T
TOTAL QUANTITIES CORRECTED TO DATE					531 T
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					531 T
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

Item	Deck Joint Repair							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Partly Cloudy	0		
MONDAY	Rain	0		
TUESDAY	Cloudy	0		
WEDNESDAY	Partly Cloudy	0		
THURSDAY	Partly Cloudy	0		
FRIDAY	Partly Cloudy	0		
SATURDAY		0		

CE K CAE FOE OCS SCS EEO

RECEIVED
JAN 30 1984
CONSTRUCTION SECTION

OM CA LS TC FE CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No activity January 22 thru January 28, 1984
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

SUMMARY: Contract work complete.

Note: Problems with surfacing was noted at time of final inspection, and disposition of unacceptable paving is not yet determined.

NOTE: Semi-Final submitted 1-27-84. FINAL REPORT.

SIGNED Gary Kennen LOCATION Portland

Gary Kennen, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

1. FEDERAL-AID PROJECT NO. HES-24(35)

9687 LETTER OF APPROVAL AND/OR AUTHORIZATION

2. STATE PROJECT NO. See Below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30059

2A. COUNTY NAME
Clackamas

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
9/19/83	Primary 24	Primary 26

10. GENERAL LOCATION:

Mt. Hood Highway at Salmon River Bridge Section

11. GENERAL DESCRIPTION OF WORK

Furnish and place sand on Verglimit additive paving

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 9/19/83 as requested in Mr. Keasey's letter of 10/27/83 as being cost effective for the use of State forces to proceed with the above work. State Force Order No. 2 is approved for a TEC of $711 Federal Funds $640.

RECEIVED
STATE HWY ENGR
NOV 9 '83
REFER TO
Potter
FOR
Info | Inves | E/D | O/R | Sign | Act | File

Orig. to 11/2

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
11/1/83	D. K. Hoosier	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

rll 9687

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. See below		
2. STATE PROJECT NO. See below		
3. FROM Dale E. Wilken, Division Administrator FHWA - Oregon Division 8-19-83	4. PROGRAM NO.	2A. COUNTY NAME See below
	5. ITEM NO. various	

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
8/19/83	Various	Various

10. GENERAL LOCATION:

See Projects below

11. GENERAL DESCRIPTION OF WORK

Force Account and Extra Work - "Anticipated Items" as shown in "PS&E" Estimate

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's letters dated 8/19/83 for the following projects you are authorized to proceed with those items shown in your "PS&E" Estimate for each project "Anticipated Items" by State Forces and Extra Work as being cost effective.

The above authorization will not require any additional obligation of funds.

HES-27-1(10)
F-70(3)
HES-A333(1)
F-1(30)
IX-9822(8)
F-13(11)
F-86(5)
F-29(10)
IX-26(32)
F-2-3(11)
BRF-2-5(11)
IX-0000(53)
HES-27-2(13)
FG-21-2(15)
F-35(12)
HES-24(35)
BHF-2-1(19)
F-12(4)

Salmon R. Br.
Orig. to 8/31

RECEIVED
STATE HWY ENGR
AUG 30 '83
REFER TO Potter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
8/19/83	A. K. Hansen	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

GENERAL FILES

DATE: August 17, 1983

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

RES

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Verglimit Experimental Evaluation Plan
Your File HFO.6-OR/430.2

We concur with the suggestions included in your approval letter dated August 12 and will submit a narrative construction report within 60 days following the completion of construction and will submit annual evaluation reports for three years after construction. Since the material's effectiveness is related to winter, the evaluation period will be extended through the winter of 86-87 and the final report submitted by June, 1987.

GB:dp st

bc Robert N. Bothman
L. E. George
E. L. Hardt
Gordon Beecroft

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon HES-24(35)
Salmon River Bridge
Oregon HES-27-1(10)
Quartz Creek Bridge
Experimental Evaluation Plan

Date: August 12, 1983

From: Division Administrator

Reply to Attn. of: HFO.6-OR/430.2

To: H. S. Coulter
State Highway Engineer
Salem, Oregon

We have reviewed the evaluation plan presented with Mr. Hunter's letter of July 6, 1983. It is our suggestion that the plan be modified to include annual evaluation reports for three years after construction and contain a target date for the final report. The construction narrative report should be included in the study to document construction details.

Subject to consideration of the above comment the Work Plan is approved.

G. K. Hansen
for Dale E. Wilken

cc:
OSHD (G Beecroft)
OSHD (D Ridings)
WA,DC (HHO-41)w/OSHD ltr & att

cy Hunter
George
Schwartz
Hart
8/17

RECEIVED
STATE HWY ENGR
AUG 16 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RES 6

STATE OF OREGON

INTEROFFICE MEMO

RECEIVED
ASST STATE HWY ENGR
AUG 10 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

TO: Edward L. Hardt
Metropolitan Engineer

DATE: August 10, 1983

FROM: Gordon Beecroft
Research Engineer

R. N. BOTHMAN

SUBJECT: Verglimit Experimental Features Projects

The verglimit defrosting additive to be mixed into the asphalt concrete surfacing for the Quartz Creek Bridge on the Sunset Highway and the Salmon River Bridge on the Mt. Hood Highway is classed as an experimental feature and requirés evaluation and reporting. The attached work plans, prepared by the Traffic Section, have been submitted to the Federal Highway Administration for approval.

The project managers will need to keep in mind that these are experimental features projects and obtain the information required in the construction evaluation. The construction reports should also include comments on how easy or how hard the material is to work with, how the additive was incorporated into the mix, and any problems that developed during mixing or placing. For the reports, photographs of the mixing and placing operations would be desirable. The mix design and total tonnage will provide a number of the evaluation items listed in the work plan. The project managers should submit reports on the construction phase within a month or so after paving completion.

The work plan commits the maintenance forces for observations of post-construction performance. Please pass the information along to appropriate maintenance personnel.

I understand the modified four-pin soil conductivity test mentioned under postconstruction evaluation is something the Materials Section is equipped to do. The write-up infers this will be done periodically to evaluate performance.

The Research Section will arrange to get skid test information before and after construction.

The Traffic Section is committed to the before and after accident analysis.

A work plan is also included for evaluation of the sign system to be installed at Quartz Creek Bridge. It is my understanding the sign system does not require classification as an experimental features item under the FHWA requirements. The evaluation is still desirable but it will not require the same formality if it is not a FHWA experimental item.

During a recent conversation with the Research Engineer from Colorado, he mentioned a fatal accident occurred shortly after completion of a

erglimit project for which the additive was at least partially responsible. Construction apparently leaves a surplus of calcium chloride on the surface which draws moisture from the atmosphere and becomes very slick. He stressed the need to sand the decks immediately after construction, before opening them to traffic, and to keep them sanded until the surplus salt is worn off. He also mentioned their project raveled badly after a short period of time and was replaced or overlayed with conventional asphalt concrete.

GB:dp
Enc.
cc: R. N. Bothman
L. E. George
C. T. Keasey w/att
R. L. Schroeder w/att
Jack Sullivan w/att

9687

S

Department of Transportation
STATE HIGHWAY DIVISION

VICTOR ATIYEH
GOVERNOR

In Reply Refer to
File No RES 6

Dale E. Wilken, Division Administrator
Federal Highway Administration

July 27, 1983

Gordon Beecroft
Research Engineer

Verglimit Experimental Features Projects

Attached are experimental project reports, Form FHWA 1461, for verglimit surfacing on Salmon River Bridge in Clackamas County, project #HES-24(35) and verglimit surfacing on Quartz Creek Bridge in Clatsop County, project #HES-27-1(10). Work plans covering the evaluation of these experimental projects were submitted separately by Mr. Coulter.

GB:dp
Enc.

cc: H. S. Coulter w/att
R. N. Bothman w/att
G. A. Potter w/att
L. E. George w/att

RECEIVED
ASST STATE HWY E .GR
JUL 27 '83
REFER TO
FOR
Info | Invest | R/D | D/K | Sign | Act | File

NOTED
ROBERT N. BOTHMAN

RCS HHO-30-19

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

EXPERIMENTAL PROJECT REPORT

EXPERIMENTAL PROJECT

EXPERIMENTAL PROJECT NO. [1] STATE YEAR NUMBER SUF.: 0R83-04
CONSTRUCTION PROJ. NO. [8]: HES-24(35)
LOCATION [28]: Clackamas County
EVALUATION FUNDING [48]: 1 ☐ HP&R 2 ☒ CONSTRUCTION 3 ☐ DEMONSTRATION 4 ☐ IMPLEMENTATION
NEEP NO. [49]:
PROPRIETARY FEATURE? [51]: ☒ YES ☐ NO

SHORT TITLE

TITLE [52]: Verglimit Surfacing on Salmon River Bridge

THIS FORM

DATE [140] MO. YR.: 07-83
REPORTING [144]: 1 ☒ INITIAL 2 ☐ ANNUAL 3 ☐ FINAL

KEY WORDS

KEY WORD 1 [145]: Asphalt Concrete
KEY WORD 2 [167]: Paving
KEY WORD 3 [189]: Calcium Chloride
KEY WORD 4 [211]: Bridge Deck
UNIQUE WORD [233]:
PROPRIETARY FEATURE NAME [255]: Verglimit

CHRONOLOGY

Date Work Plan Approved: MO. YR. [277]	Date Feature Constructed: MO. YR. [281]	Evaluation Scheduled Until: MO. YR. [285]	Evaluation Extended Until: MO. YR. [289]	Date Evaluation Terminated MO. YR. [293]
		04-87		

QUANTITY AND COST

QUANTITY OF UNITS *(Rounded to whole numbers)* [297]: 24
UNITS [305]: 1 ☐ LIN. FT. 2 ☐ S.Y. 3 ☐ S.Y.-IN. 4 ☐ C.Y. 5 ☒ TON 6 ☐ LBS. 7 ☐ EACH 8 ☐ LUMP SUM
UNIT COST *(Dollars, Cents)* [306]:

AVAILABLE EVALUATION REPORTS

[315] ☐ CONSTRUCTION ☐ PERFORMANCE ☐ FINAL

EVALUATION

CONSTRUCTION PROBLEMS [318]: 1 ☐ NONE 2 ☐ SLIGHT 3 ☐ MODERATE 4 ☐ SIGNIFICANT 5 ☐ SEVERE
PERFORMANCE [319]: 1 ☐ EXCELLENT 2 ☐ GOOD 3 ☐ SATISFACTORY 4 ☐ MARGINAL 5 ☐ UNSATISFACTORY

APPLICATION

[320]: 1 ☐ ADOPTED AS PRIMARY STD. 2 ☐ PERMITTED ALTERNATIVE 3 ☐ ADOPTED CONDITIONALLY 4 ☐ PENDING 5 ☐ REJECTED 6 ☐ NOT CONSTRUCTED
(Explain in Remarks if 3, 4, 5, or 6 is checked)

REMARKS

[321] New project, not yet under contract.

[700]

FORM FHWA 1461 (REV. 6-79) Previous Editions are Obsolete

DATE: July 26, 1983

TO: Dale E. Wilken, Division Administrator TRA 7
Federal Highway Administration

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Evaluation Plan for Quartz Creek and
Salmon River Bridge Improvements

Due to the weather conditions and physical conditions at Quartz Creek Bridge on the Sunset Highway and the Salmon River Bridge on the Mount Hood Highway, ice can form on the bridge deck before it does on the adjacent roadways. When this occurs, unaware drivers may approach these bridges at unsafe speeds. To mitigate this situation, two improvements have been approved.

One corrective action is to add Verglimit to the road surfacing mixture. Verglimit is a multiple component defroster which is added to the top course mix of bituminous surfacing. It is a specifically conserved and activated defroster compound which is permanently released in small quantities by the traffic induced abrasion.

The other informative action is to install an ice detector system which lights up a neon "Bridge Icy Ahead" sign when conditions are such that ice could form.

In order to determine the effectiveness of these two improvements, it is necessary to develop an evaluation plan. The evaluation work plans are attached.

KJD:klh st

bc L. E. George

Work Plan

Evaluation of Addition of Verglimit to Quartz Creek and Salmon River Bridges

Pre-Construction Evaluation

It will be necessary prior to construction to review the accident history of both areas. Also, a visual observation of the areas should be recorded prior to construction so that the existing conditions will be known. A skid resistance test should be done prior to construction so that comparisons can be made with tests done after construction is complete.

During Construction Evaluation

During construction the State Inspector keeps records of the following information:

1. The materials used and the amounts of each, such as rock, asphalt and verglimit.

2. As the surface is being layed the inspector records:

    a. the moisture in the rock
    b. the percent asphalt used
    c. the percent verglimit used
    d. the gradation of the mix
    e. the temperature of the asphalt concrete when being mixed
    f. the temperature of the asphalt concrete as it is layed
    g. nuclear density test results.

All of the information stated above will be used by this department to ensure that it meets the specifications. This department will also conduct on-site meetings with the inspector, contractor, plant personnel, and other involved persons to determine if any problems have arisen or any changes that were made. At the on-site meetings, visual observations will also be made.

Post Construction Evaluation

Once construction is complete it will be necessary to determine the effectiveness of the verglimit. This will be done by the following methods:

1. Visual observations by the maintenance crews in the areas of the bridges. Especially during the winter season it will be important to note the amount of snow or ice on the bridge sidewalk in comparison to that on the bridge roadway. Also photographs should be taken to show the conditions.

2. A modification of the four pin soil conductivity test will be used to determine the amount of calcium chloride, a major component of verglimit, available to the road surface. This will be an ongoing survey to determine how effectively the abrasive action of the car tires release the defroster compound, and how effectively it keeps ice from forming on the road surface.

3. A skid resistance test should be done so as to compare the newly constructed surface with the old surface.

4. A comparison of before and after accident history will be done. This will take a longer period of time as it will be necessary to compare at least three years of accidents for it to be statistically reliable.

Work Plan

Evaluation of Ice Detection and Sign System at Quartz Creek Bridge

Pre-Construction Evaluation

The accident history of the Quartz Creek Bridge will be reviewed. Also a review of the effectiveness of the existing ice detection and sign system.

During Construction Evaluation

It will be necessary to compare the State Inspector's records of how the system was actually installed with the specifications. An on-site visit will also be made to observe the installation.

Post Construction Evaluation

The maintenance crew in the Quartz Creek Area can make observations such as how often does the sign light up, and what times it does light up. Also a record will be kept of the number of engine hours the generator has on it and also an hour meter will record the amount of time the sign is actually on. The generator engine hours will reflect the amount of time that it was cold while the hour meter will record how much time the sign was on. With this information a comparison can be made between the two.

7-6-83

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.	HES-24(35)
2. STATE PROJECT NO.	See Below
3. FROM	Dale E. Wilken, Division Administrator FHWA - Oregon Division
4. PROGRAM NO.	
5. ITEM NO.	30059
2A. COUNTY NAME	Clackamas

6. TO

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
7/6/83	Primary 24	Primary 26

10. GENERAL LOCATION:

Mt. Hood Hwy at Salmon River Bridge Section

11. GENERAL DESCRIPTION OF WORK

Bridge Deck Resurfacing

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Mr. Potter's 7/5/83 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $147,000 Federal Funds 132,300.

A signed copy of the Title Sheet is returned herewith.

The work plan for Experimental Item "verglimet" must be submitted and approved prior to your request for concurrence in award of contract for this project.

RECEIVED
STATE HWY ENGR
JUL 19 '83
REFER TO
Potter
FOR

Info	Issue	R/D	D/R	Sign	Act	File

Orig all att. Ok to 7/19

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
7/6/83	G. K. Hoesner	For Division Administrator

FORM PR-1240 (Rev. 12-78) PREVIOUS EDITIONS MAY BE USED

U. S. DEPARTMENT OF TRANSPORT ON
FEDERAL HIGHWAY ADMINISTR ION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: HES-24(35)

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 30059

2A. COUNTY NAME: Clackamas

6. TO:

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 3-1-83

8. FEDERAL ROUTE NUMBER: Primary 24

9. STATE ROUTE NUMBER: Primary 26

10. GENERAL LOCATION:

Mt. Hood Highway at Salmon River Bridge Section

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION Including Utility Preparatory Work TEC $9,000 F.F. $8,100
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's letter of 2-17-83.

It should be noted that the Work Plan and FHWA Form 1461 for the experimental item "Verglimit" should be submitted prior to [redacted] with request for PS&E approval.

RECEIVED
STATE HWY ENGR
MAR 7 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Diegle 3/7

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
3-1-83	D. K. Swanson	for Division Administrator

FORM FR-1240 (Rev. 12-72) PREVIOUS EDITIONS MAY BE USED

46X'1

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No

Date: February 17, 1983 PRO 6

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: D.E. Swan, P.E.
Acting Program Section Manager

Subject: Project Data Submission
Item No. 30059
Project No. HES-24(35)
Mt. Hood Hwy. @ Salmon River Br. (M.P. 37.26) Sec.
Clackamas County

Attached data consists of PR-1 form with project maps, Safety Priority Index System computation, Investigation Report, Collision Diagram, pictures and sketch maps.

I request the following:

1) Concurrence that the project falls under the Statewide Categorical Exclusions approved by FHWA on 2-25-80 satisfying the requirements of 23 CFR 771.

2) Authorization to proceed with all phases of preliminary engineering including utility preparatory work at an estimated total cost of $9,000 with an obligation of $8,100 in Federal funds.

DRH:bks
Attachments
cc: L.E. George
E.L. Hardt (Metro)
Jon Rose (Metro)
Earl Mershon (Metro)
General Files

Form 734-3122

STATE OF OREGON
Highway Division - Traffic

INTER-OFFICE MEMO
PRO 6

TO: H. S. Coulter
State Highway Engineer

DATE: December 9, 1982

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Title II Hazard Elimination Project
Mt. Hood Highway, M.P. 37.26

A project has been requested to install an experimental skid resistant overlay on a bridge over the Salmon River on the Mt. Hood Highway where skidding on ice has become a problem. Construction will be by contract with State Forces performing all phases of engineering.

In summary:

Jurisdiction	Project Name	Total Cost	Federal Funds	State Funds
State	Mt. Hood Highway @ Salmon River Bridge Clackamas County	$153,500	$138,150	$15,350

The project has been investigated and is eligible for funding under the Title II Hazard Elimination Program. We recommend your approval and request that you authorize this project under delegated authority.

L. E. George
Traffic Engineer

RHB:kkr

Att.

12-14-82 Hamilton advised by phone

RECEIVED
STATE HWY ENGR
DEC 13 '82
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

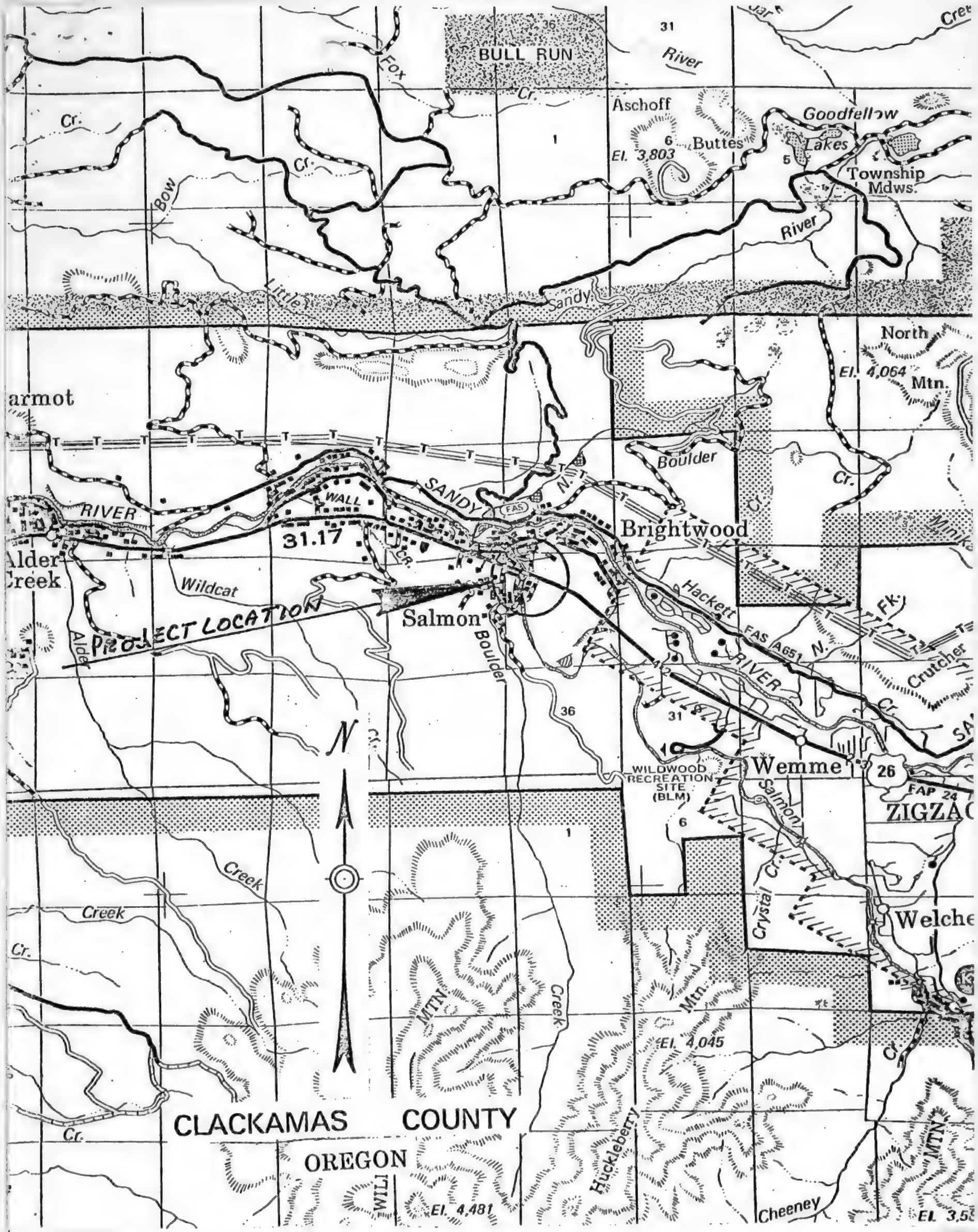
APPROVED:

State Highway Engineer

DATE: 12/14/82

81-125-1387

Contains Recycled Materials


BULL RUN
River
Fox
Cr.
Aschoff
Goodfellow
Buttes
El. 3,803
Lakes
Township
Mdws.
Bow
River
Little
Sandy
North
El. 4,064
Mtn.
armot
Boulder
Cr.
SANDY
RIVER
WALL
31.17
Brightwood
Alder
Creek
Wildcat
PROJECT LOCATION
Salmon
Hackett
FAS A651
N. Fk.
Crutcher
Wemme
WILDWOOD RECREATION SITE (BLM)
FAP 24
ZIGZA
Welche
Crystal Cr.
Salmon
Creek
MTN.
Mtn.
El. 4,045
Huckleberry
Cheeney
CLACKAMAS COUNTY
OREGON
El. 4,481
N

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

26

KEY ID #

SECTION
Salmon River Bridge #8522

REGION
1

STATE HIGHWAY #	HIGHWAY NAME	MILE POST	LENGTH
26	Mt. Hood Highway	FROM 37.26 TO --	447 ft.

☐ URBAN
☒ RURAL

CITY	COUNTY	ROAD STREET NAME
	Clackamas	

ROUTE #	FEDERAL AID #	APPLICANT (IF OTHER THAN STATE)
26	FAP 24	

COST ESTIMATES (000's)

PRELIMINARY ENGINEERING	$ 7.5	
RIGHT OF WAY	$ 0	
ROADWAY	$ 0	
STRUCTURES	$ 102.45	
SIGNALS	$ 0	
ILLUMINATION	$ 0	
TEMPORARY PROTECTION	$ 1.65	
	$	
40% ENGINEERING & CONTINGENCIES	$ 41.90	
TOTAL CONSTRUCTION	$ 153.50	
TOTAL ESTIMATE	$	

PROJECT DATA

GRADING (✓)		
PAVING (✓)		
STRUCTURES (✓)		
SIGNING (✓)		
SIGNALS (✓)		
ILLUMINATION (✓)		
ENVIRONMENTAL CLASS (1,2,3)	2	
DESIGN CATEGORY (1-7)	6	
WORK TYPE (1-12)	4/5	

RIGHT OF WAY

FILES (#)	
ACRES (#)	
RELOCATIONS (#)	

WORK BY STATE/CONSULTANT/APPLICANT

PRELIMINARY ENGINEERING (S,C,A)	S
CONSTRUCTION ENGINEERING (S,C,A)	S
RIGHT OF WAY DESCRIPTIONS (S,C,A)	none
RIGHT OF WAY ACQUISITIONS (S,C,A)	none

CONSTRUCTION BY

☒ CONTRACT ☐ OTHER
☐ STATE FORCE
☐ CITY FORCE
☐ COUNTY FORCE

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR)	RECOMMENDED FUNDING SOURCE	RECOMMENDED PROGRAM YEAR
	/		

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	4	4
STRUCTURES (#)	1	1
SIGNALS (#)	0	0
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	6300*	-
YEAR OF AVERAGE DAILY TRAFFIC	1981	-

DEFINE THE PROBLEM

Icing of bridge deck has contributed to several accidents. The bridge is substandard.

*8000 ADT peak winter recreational traffic

RECEIVED
MAR 30 1983
ROAD DESIGN SECTION

Vanteg
Anderson
2 Adams A
Macnab
3 Stoudenmeyer ON
Terpin
4 Trout T
Wakerlig

Watson KG

Do Not File ☐
Return To
Bring Up ___/___/___
Action

PROPOSED SOLUTION

Reconstruct deck joints, place deck seal and 1½" overlay. Project has verbal approval from Herb Schell, FHWA, as an experimental project using "Verglimit", an anti-ice pavement for the overlay surfacing.

REQUESTED, REGION ENGINEER X Edward Ostadt	DATE 12/6/82			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1811 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Salmon River Bridge #8522

REGION
1

PROJECT JUSTIFICATION

An investigation was conducted of a head-on collission on the Salmon River Bridge that resulted in two fatalities. The bridge is located near the end of a 1.4 mile tangent ending in a long spiraled one degree curve right eastbound. The highway has an ascending 5% grade eastbound. The highway section has four 12-foot travel lanes, a 16-foot painted median, and 10-foot paved shoulders. The bridge deck does not have an AC wearing surface. The posted speed is 55 m.p.h. Sight distance is in excess of 1000 feet. Although 1981 ADT is 6300, peak winter recreational ADT approaches 8000.

Recorded accident data for the Salmon River Bridge and for a considerable distance east and west of the bridge; disclosed that there have been four reported accidents on this bridge in the past three years, resulting in two fatalities and 13 injuries. These accidents involved the eastbound, uphill traffic crossing bridge with the vehicles skidding out of control and crossing the median area and into the on-coming westbound lanes of traffic. This particular characteristic of uphill traffic skidding out of control is supported by a number of citizen complaints.

A product used in Europe, Canada, and a limited number of locations in the States called "Verglimit" is a multi-component chemical de-icer additive to the top course mix of bituminous surfacing that minimized adhesion of snow and ice to the roadway surface, thereby improving traction during severe weather conditions. This product appears to have the capability of significantly reducing the characteristic skidding occurring on this bridge deck.

ADMINISTRATION RECOMMENDATION

February 9, 1983

The addition of a well-designed AC mix will accomplish 90% of the purpose of this project. I would like to review the priority material proposed for inclusion in the AC mix as far as the chemical deicing element to be added to the mix.

Walt Hart

PROJECT PROSPECTUS

PART 2 - PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: Salmon River Bridge #8522

REGION: 1

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	S	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	E	DETOUR	S	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	S	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	N	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N			SIGNALS		OLD (#) / NEW (#)	
						UTILITIES		(LIST BELOW)	

COMPANIES

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)

RIGHT-OF-WAY LIAISON		EASEMENTS (#)		ACCESS CONTROL (Y/N)		DESIGN SPEED 70	DESIGN STANDARDS STATE

TYPICAL SECTION

	BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING					10		12	12	16	12	12		10				
					10		12	12	16	12	12		10				
PROPOSED																	

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED
Frank E. Kasper
Location Engineer
Date 3-2-83

734-1912 (7-82)

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION

Salmon River Bridge #8522

REGION

1

ESTIMATED RIGHT-OF-WAY IMPACTS

None

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

None

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

Anti-icing surface overlay should reduce accidents.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

None

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X		

734-1913 (7-82)

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

Clackamas County

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION: Salmon River Bridge #8522, Mt. Hood Highway #26

REGION: 1

SURVEY AUTHORITY

AUTHORIZATION NO.: 1 | PREFIX: 3-1931 | DATE: 11-26-82

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 500	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION			935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		200
905 FINAL DESIGN		1,000	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		
906 BRIDGE DESIGN		1,200	921 SPECIFICA-TIONS		2,500	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST		200	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		200	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON			932 RAILROAD & UTILITIES		200			
						TOTALS	$ 7,500	$ 7,500
						PREVIOUS AUTHORIZATION		$
						ADD. AUTH. REQUIRED		$ —

RIGHT-OF-WAY PREFIX:

FEDERAL AID PROJECT NUMBER: HES-24(35)

LOCATION ENGINEER'S REMARKS

This project involves placing a special anti-icing overlay mix on the bridge deck so as to improve vehicle traction and reduce skidding accidents. Two deck joints will be reconstructed and a waterproof deck seal placed.

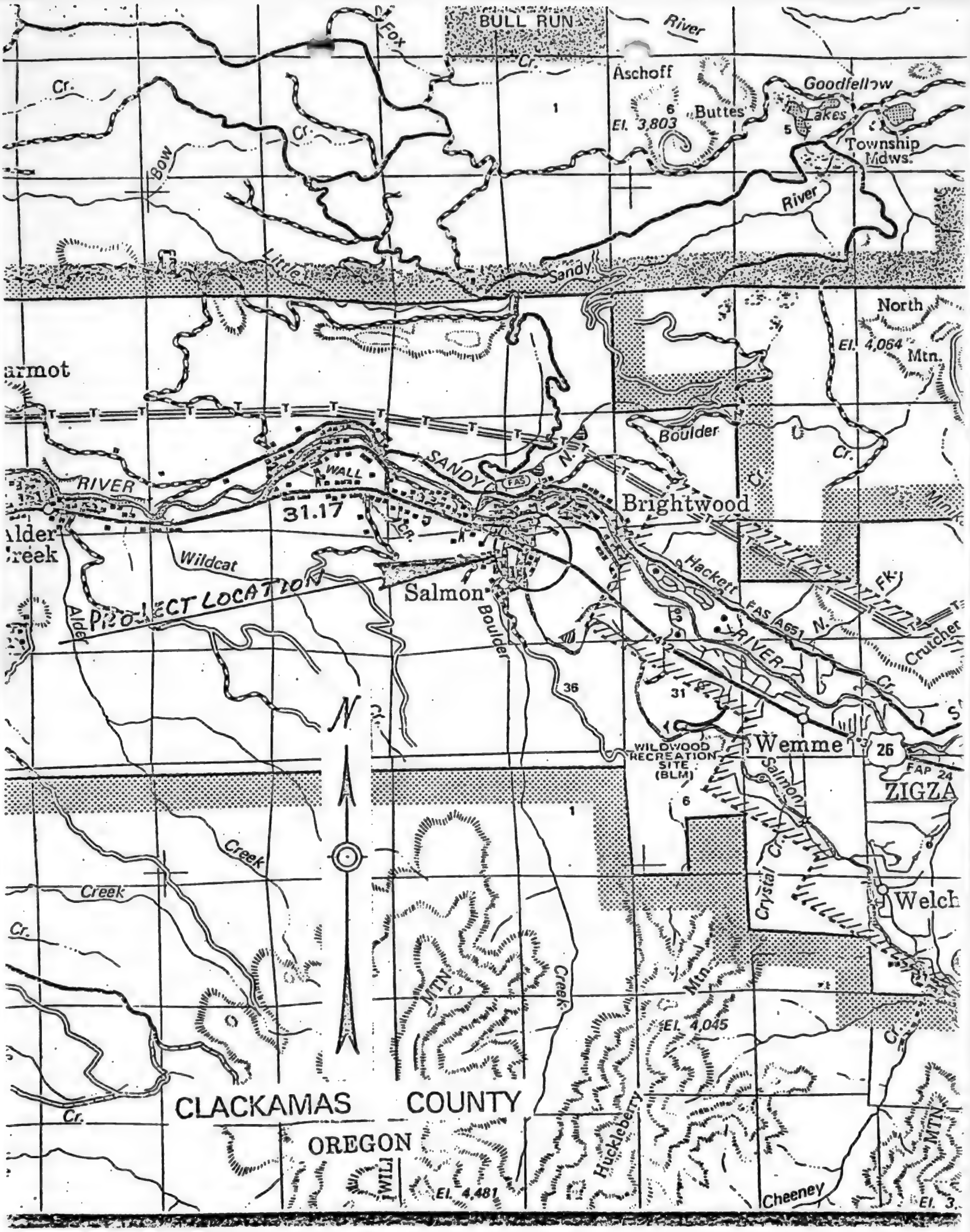
Field work necessary to prepare required plan and profiles and an estimate of costs will be performed.

This project has verbal approval from Herb Schell, FHWA, as an experimental project using "Verglimit", and anti-icing pavement admix to the overlay.

Approved by Hwy Eng'r 12-14-82

PREPARED BY: Martin H. Wood	DATE: 12-6-82	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS: R. Vernon E. Stewart	DATE: 3/4/83
RECOMMENDED, REGION ENGINEER: X Edward [illegible]	DATE: 12/6/82	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES: X [illegible]	DATE: 3-3-83
RECOMMENDED, LOCATION ENGINEER: X Howard E. Copin	DATE: 3-2-83	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE: 3-1-83	

734-1914 (7-82)


BULL RUN
River
Fox
Cr.
Aschoff
Goodfellow
Buttes
El. 3,803
Lakes
Township
Mdws.
Bow
Cr.
River
Little
Sandy
North
El. 4,064
Mtn.
armot
Boulder
Cr.
SANDY
RIVER
WALL
FAS
N.
31.17
Brightwood
Alder
Creek
Wildcat
Cr.
Hacket
FK
PROJECT LOCATION
Salmon
Boulder
FAS A651
N.
RIVER
Crutcher
Cr.
36
31
WILDWOOD
RECREATION
SITE
(BLM)
Wemme
26
FAP 24
ZIGZA
Salmon
Creek
6
1
Crystal Cr.
Welch
Creek
Creek
Cr.
MTN.
Mtn.
El. 4,045
Cr.
CLACKAMAS COUNTY
OREGON
Huckleberry
MTN.
El. 4,481
Cheeney
El. 3.

Sandy, OR
Post
(Cir. W. 3,552)

NOTED
W. E. SCHWARTZ

APR 1 1982

Allen's P. C. B Est. 1888

State Highway shows local concern

Hats off to the state Highway Division for reaching a solution to engineering problems associated with Brightwood's danger bridge on Highway 26 over Salmon River.

Eastbound cars veer wildly to the left with any ice on that bridge. That's caused two deaths and other single-car non-injury scrapes in just five years.

Regional Traffic Operations Supervisor Ronald Failmesger figures a separator between eastbound and westbound lanes might prevent future head-on collisons there. He's now pursuing National Safety Act funds to make the adjustment.

Failmesger responded immediately to local reports of bridge danger and has stalked the problem since January.

The concrete barricades down the centerline—if funded—could absorb impact of a vehicle.

Some type of cushioning might be added at ends of the barrier under Failmesger's plan. Such cushions could consist of barrels or other containers filled with water to soften a blow to a vehicle, should it slide out of control on the ice-prone bridge.

Another option eyed by Failmesger calls for concrete barrier grading from the ground, curved into the main span of new protective railing.

The engineer said exact approach to the problem could be determined when the proposal reaches a design stage.

First comes a pitch for approval with a formal report he's submitting to Oregon Department of Transportation to justify the project.

Let's hope they consider the bridge as dangerous as the many mountain residents and travelers who detour through Brightwood, rather than risk 10 seconds on the highway over Salmon River.

1983 Quartz Creek Br. Section, 9688
Sunset Hwy. (Bridge Deck Resurfacing)

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA		
MONTHLY TRANSACTION NUMBER 7-411	U.S. Department of Transportation **Federal Highway Administration**	State: Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County: Clatsop
MODIFICATION NUMBER 3		Project Number: HES-27-1(10)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 11 , 19 83 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 268,333.00	$ 256,458.00
Federal funds	$ 241,499.00	$ 230,809.00
Other revisions		

This modification is made for the following reasons:

To release funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 23RD day of JUL , 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Donald L. Rouse

for Manager, Program Section
(Title)

~~XXX~~ For: Larry Rulien

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

Oregon State Highway Division
Salem, Oregon July 16, 1986

Federal-Aid Project No. HES-27-1(10)

Quartz Creek Bridge
Sunset Highway, Clatsop County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering (Contract 9688)	Lump Sum	All	Lump Sum	$	~~8,250.00~~ 8225.00
Preliminary Engineering (2nd Contract)	Lump Sum	All	Lump Sum		2,500.00
				$	10,750.00

Type Code Y035

Detector System Signing (Final Costs)	Lump Sum	All	Lump Sum	$	19,900.00

Type Code SFTY
Structure, Skid-resistance & Guardrail (M.P. 24.15 to M.P. 24.31)

Same as previous estimate of March 27, 1984	$	169,000.00

Type Code SFTY
Structure, Skid-resistance (Sta. 792+05 to Sta. 800+80)

Total as on estimate of September 12, 1984	$	56,833.00

Length of Structure 0.166 mi.

SUMMARY OF FUNDS (90%)

Description	Appn Code	Total Cost	Federal Funds	State Funds
P.E. (Contract 9688)	141	$ 8,225.00	$ 7,400.00	$ 825.00
P.E. (2nd Contract)	141	2,500.00	2,250.00	250.00
Detector System (Contract 9688)*	141	19,900.00	17,910.00	1,990.00
Structure (Contract 9688)	141	169,000.00	152,100.00	16,900.00
Structure (2nd Contract)	141	56,833.00	51,149.00	5,684.00
Total		$ 256,458.00	$ 230,809.00	$ 25,649.00

Group 1 - 100%
Contract No. 9688
Prefix: 4-1958
Prefix: C09688
F00101

Group 1 - 45%
Contract No. 9881
Prefix: 4-1958
Prefix: C09881
F00105

RLC:bkb

9684

TO BE COMPLETED BY FHWA		
MONTHLY TRANSACTION NUMBER 9-84	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 9-13-84	State **Oregon**
MODIFICATION NUMBER **2**		County **Clatsop**
		Project Number **HES-27-1(10)**

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on **October 11** , 19 **83** , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ **209,000.00**	$ **268,333.00**
Federal funds	$ **188,100.00**	$ **241,499.00**
Other revisions		

This modification is made for the following reasons: **to include contract amounts for the second contract.**

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 13th day of September , 1984 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

XXX **For: H.S. Coulter, P.E.**

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon ~~July 27, 1984~~
September 12, 1984

Federal Aid Project No. HES-27-1(10)

Quartz Creek Bridge
Sunset Highway, Clatsop County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code P.E.
Preliminary Engineering

Preliminary Engineering (Contract 9688)	Lump Sum	All	Lump Sum	$	10,000.00
Preliminary Engineering (2nd Contract)	Lump Sum	All	Lump Sum		2,500.00
				$	12,500.00

Type Code Y035

Detector System Signing	Lump Sum	All	Lump Sum	$	30,000.00

Type Code SFTY
Structure, Skid-resistance & Guardrail (M.P. 24.15 to M.P. 24.31)

Same as previous estimate of March 27, 1984				$	169,000.00

Type Code SFTY
Structure, Skid-resistance (Sta. 792+05 to Sta. 800+80)

Mobilization	Lump Sum	(38%)	Lump Sum	$	4,757.00
Temporary Protection and Direction of Traffic	Lump Sum	(48%)	Lump Sum		1,200.00
Temporary Signs	Sq. Ft.	98	10.50		1,029.00
Temporary Barricades	Each	5	35.00		175.00
Temporary Traffic Safety Markers	Each	24	35.00		840.00
Flaggers	Hour	220	1.00		220.00
Class "C" Asphalt Concrete	Ton	216	34.75		7,506.00
Asphalt Cement in Mixture	Ton	13	170.00		2,210.00
Membrane Waterproofing	Sq. Yd.	2,418	6.50		15,717.00
				$	33,654.00

Anticipated Items

Permanent Pavement Striping	Lump Sum	(35%)	Lump Sum	$ 420.00
Replace Ice Detectors	Lump Sum	All	Lump Sum	8,000.00
Deck Joint Repair	Lump Sum	(80%)	Lump Sum	8,000.00
				$ 16,420.00
			Subtotal	$ 50,074.00
			Engineering	6,759.00
			Total	$ 56,833.00

Length of Structure 0.166 mi.

Summary of Funds (90%)

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering (Contract 9688)	$ 10,000.00	$ 9,000.00	$ 1,000.00
Preliminary Engineering (2nd Contract)	2,500.00	2,250.00	250.00
Detector System (Contract 9688)	30,000.00	27,000.00	3,000.00
Structure (Contract 9688)	169,000.00	152,100.00	16,900.00
Structure (2nd Contract	56,833.00	51,149.00	5,684.00
Total	$ 268,333.00	$ 241,499.00	$ 26,834.00

Group 1 - 100%
Contract No. 9688
Prefix: 4-1958
Prefix: 4-1042

Group 1 - 45%
Contract No. 9881
Prefix: 4-1958
Prefix: 4-1046

27-1(12)

WH:bkb

9688

STATE COPY

TO BE COMPLETED BY FHWA		
MONTHLY TRANSACTION NUMBER 4-165	U.S. Department of Transportation Federal Highway Administration	Form Approved, O M B No. 04-R2089
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT 4-12-84	State Clatsop
MODIFICATION NUMBER 1		County HES-27-1(10)
		Project Number

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 11, 1983, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 183,044.00	$ 209,000.00
Federal funds	$ 164,739.00	$ 188,100.00
Other revisions	$	$

This modification is made for the following reasons:
To include increase in construction costs and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 12th day of April, 1984.

Oregon State Highway Division
(Official name of Highway Agency)

By Lowell R. Potter

Manager, Program Section
(Title)

xx By For H. S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen. File

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON, MARCH 27, 1984

FEDERAL AID PROJECT NO. HES-27-1(10)

Quartz Creek Bridge
Sunset Highway, Clatsop County

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE P.E.
Preliminary Engineering

Prelminary Engineering	All Required	$10,000.00

TYPE CODE Y035
Detector System Signing

	All Required	$30,000.00

TYPE CODE SFTY.
Structure, Skid-resistence & Guardrail (M.P. 24.15 to M.P. 24.31)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT	
Purchase & Install Ice Detension System (SFO #1)				All Required	46,064.14	
				Subtotal	$46,064.14	
					Increase	$ 46,064.14
				Subtotal of Previous Estimate		103,122.25
					Subtotal	$149,186.39
					Engineering	19,813.61
					Total	$169,000.00

SUMMARY OF FUNDS (90%)

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 10,000.00	$ 9,000.00	$ 1,000.00
Detector System	30,000.00	27,000.00	3,000.00
Structure	169,000.00	152,100.00	16,900.00
Total	$209,000.00	$188,100.00	$20,900.00

Group 1 - 100%
Contract No. 9688
Prefix: 4-1958
Prefix: 4-1042

RHZ:mld

7-11

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 10-65	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION FEDERAL-AID PROJECT AGREEMENT 10-11-83	State Oregon County Clatsop Project No. HES-27-1(10)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Quartz Creek Bridge

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-6-83	0.158
OTHER *(Specify)*		

ESTIMATED TOTAL COST OF PROJECT	FUNDS PRO RATA 90.0% FEDERAL FUNDS
$ 183,044.00	$ 164,739.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By [signature]

Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

_____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By [signature]
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator OCT 11 1983

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon August 30, 1983

Federal-Aid Project No. HES-27-1(10)

Quartz Creek Bridge
Sunset Highway
Clatsop County

PROJECT AGREEMENT ESTIMATE

Type Code PENG
Preliminary Engineering

Preliminary Engineering	All Required		$	9,000.00

Type Code Y035

Detector System, Signing	All Required		$	30,000.00

Type Code SFTY
Structure, Skid-resistance and Guardrail (M.P. 24.15 to M.P. 24.31)

Mobilization	All Required		$	7,500.00
Temporary Protection and Direction of Traffic	All Required			2,500.00
Temporary Signs	98 Sq. Ft.	7.00		686.00
Temporary Barricades	5 Each	90.00		450.00
Temporary Plastic Safety Markers	24 Each	50.00		1,200.00
Flagmen	200 Hour	9.00		1,800.00
Removal of Structures and Obstructions	All Required			4,330.00
Class "B" Asphalt Concrete	270 Ton	42.95		11,596.50
Verglimit Additive	14 Ton	1,620.00		22,680.00
Membrane Waterproofing	2,420 Sq. Yd.	5.93		14,350.60
Guardrail, Type 2A	75 Lin. Ft.	15.75		1,181.50
Guardrail, Type 3	75 Lin. Ft.	31.50		2,362.50
Guardrail Anchors, Type 1	3 Each	420.00		1,260.00
Extra for Guardrail Bridge Connections	3 Each	210.00		630.00
Rail End Pieces, Type C	3 Each	84.00		252.00
Extra For Asphalt Approaches	3 Each	150.00		450.00
Extra for Asphalt Ramps	4 Each	150.00		600.00
Deck Joint Repair	390 Lin. Ft.	38.06		14,843.40
Install Ice Detection Equipment	All Required			11,250.00
Install 300-Gallon Fuel Tank	All Required			1,600.00
			$	101,522.25

Anticipated Items

Permanent Pavement Striping	All Required		$ 1,600.00
		Subtotal	$ 103,122.25
		Engineering	13,921.75
		Total	$ 117,044.00
Length of Structure			0.158 miles

Retained in Program

State Furnished Ice Detection Process or Unit	All Required	$ 27,000.00

SUMMARY OF FUNDS (90%)

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 9,000.00	$ 8,100.00	$ 900.00
Detector System	30,000.00	27,000.00	3,000.00
Structure	117,044.00	105,339.00	11,705.00
Reserve	27,000.00	24,300.00	2,700.00
Total	$ 183,044.00	$ 164,739.00	$ 18,305.00

Group 1 100%
Contract No. 9688
Prefix: 4-1958
Prefix: 4-1042

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

RES

TO: Section Heads
Region Engineers

DATE: May 28, 1985

FROM: Robert C. Blensly
Research Engineer

SUBJECT: Verglimit Experimental Feature Report

Attached is a copy of a final report on our experience with Verglimit. Verglimit, an asphalt additive designed to limit or prevent ice and snow buildup, was applied to two bridge decks as an experimental feature.

COPY
(10 1-3)
(10 #9687

Premature failure of the overlays precluded a meaningful evaluation of the ability to provide snow and ice control. We have received reports from other agencies indicating problems with pavement life, though not of the severity we experienced. Reports have also been received claiming success.

If you would like additional data or additional copies of the report, feel free to call or write.

KM:lb

Att.

cc H. S. Coulter
R. N. Bothman
E. S. Hunter
W. E. Schwartz
Curt Duval w/att.
Ron Noble w/att.
William Quinn w/att.
Leon Brock w/att.
Howard Harris w/att.
Gary Kennen w/att.

RECEIVED
STATE HWY ENGR
MAY 28 '85
REFER TO
FOR
Info | Invest | R/D | D/R | Spec | Sp | File

NOTED
D. O. Christensen

DATE: May 21, 1985 RES

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: Robert N. Bothman
Assistant State Highway Engineer

SUBJECT: Experimental Features Report
"Verglimit"

Enclosed are 10 copies of a final report on the experimental use of verglimit as a deicing additive in asphalt concrete bridge deck wearing surfaces. Verglimit was incorporated in the asphalt concrete wearing surface on the Salmon River Bridge, approximately 12 miles east of Sandy on the Mt. Hood Highway, Route 26 and on the Quartz Creek Bridge, approximately 47 miles northeast of Portland on the Sunset Highway, Route 26.

The report "Verglimit" by William J. Quinn, Leon G. Brock, and Gordon Beecroft, concluded that verglimit did provide snow and ice control for the limited evaluation period. However, premature failure of the overlay precluded a significant evaluation.

Also enclosed are the final reports on Form 1461 for the experimental studies OR 83-04 and OR 83-05.

Enclosures

cc H. S. Coulter
Robert C. Blensly

KM:bln lkm

RCS HHO-30-19

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

EXPERIMENTAL PROJECT REPORT

EXPERIMENTAL PROJECT

EXPERIMENTAL PROJECT NO. [1] STATE 0 YEAR R8 NUMBER 3-04 SUF. ☐

CONSTRUCTION PROJ. NO. [8] HES-24(35)

LOCATION [28] CLACKAMAS COUNTY

EVALUATION FUNDING [48] 1 ☐ HP&R 2 ☒ CONSTRUCTION 3 ☐ DEMONSTRATION 4 ☐ IMPLEMENTATION

NEEP NO. [49]

PROPRIETARY FEATURE? [51] ☒ YES ☐ NO

SHORT TITLE

TITLE [53] VERGLIMIT SURFACING ON SALMON RIVER BRIDGE

THIS FORM

DATE [140] MO. 05 YR. 85

REPORTING [144] 1 ☐ INITIAL 2 ☐ ANNUAL 3 ☒ FINAL

KEY WORDS

KEY WORD 1 [165] SAFETY

KEY WORD 2 [167] SNOWICECONTROL

KEY WORD 3 [189] REMOVAL

KEY WORD 4 [211]

UNIQUE WORD [233]

PROPRIETARY FEATURE NAME [255] VERGLIMIT

CHRONOLOGY

Date Work Plan Approved: MO. YR. [277]	Date Feature Constructed: MO. YR. [281]	Evaluation Scheduled Until: MO. YR. [285]	Evaluation Extended Until: MO. YR. [289]	Date Evaluation Terminated: MO. YR. [293]
08-83	09-83	04-87		12-83

QUANTITY AND COST

QUANTITY OF UNITS *(Rounded to whole numbers)* [297] 559

UNITS [305] 1 ☐ LIN. FT. 2 ☐ S.Y. 3 ☐ S.Y.-IN. 4 ☐ C.Y. 5 ☒ TON 6 ☐ LBS. 7 ☐ EACH 8 ☐ LUMP SUM

UNIT COST *(Dollars, Cents)* [306] 115.06

AVAILABLE EVALUATION REPORTS

[315] ☐ CONSTRUCTION ☐ PERFORMANCE ☒ FINAL

EVALUATION

CONSTRUCTION PROBLEMS [318] 1 ☐ NONE 2 ☐ SLIGHT 3 ☐ MODERATE 4 ☐ SIGNIFICANT 5 ☐ SEVERE

PERFORMANCE [319] 1 ☐ EXCELLENT 2 ☐ GOOD 3 ☐ SATISFACTORY 4 ☐ MARGINAL 5 ☒ UNSATISFACTORY

APPLICATION

[320] 1 ☐ ADOPTED AS PRIMARY STD. 2 ☐ PERMITTED ALTERNATIVE 3 ☐ ADOPTED CONDITIONALLY 4 ☒ PENDING 5 ☐ REJECTED 6 ☐ NOT CONSTRUCTED *(Explain in Remarks if 3, 4, 5, or 6 is checked)*

REMARKS

[323] Verglimit did provide snow and ice control for a limited evaluation period. Insufficient compaction contributed to premature overlay failure which precluded a significant evaluation. [700]

FORM FHWA 1481 (REV. 6-79) Previous Editions are Obsolete

RCS HHO-30-19

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

EXPERIMENTAL PROJECT REPORT

EXPERIMENTAL PROJECT

EXPERIMENTAL PROJECT NO. [1] STATE YEAR NUMBER SUF.: 0R83-05
CONSTRUCTION PROJ. NO. [8]: HES-27-1(10)
LOCATION [28]: CLATSOP COUNTY

EVALUATION FUNDING [48]: 1 ☐ HP&R 3 ☐ DEMONSTRATION 2 ☒ CONSTRUCTION 4 ☐ IMPLEMENTATION
NEEP NO. [49]:
PROPRIETARY FEATURE? [51]: ☒ YES ☐ NO

SHORT TITLE

TITLE [52]: VERGLIMIT SURFACING ON QUARTZ CREEK BRIDGE

THIS FORM

DATE [140] MO. YR.: 05-85
REPORTING [144]: 1 ☐ INITIAL 2 ☐ ANNUAL 3 ☒ FINAL

KEY WORDS

KEY WORD 1 [145]: SAFETY
KEY WORD 2 [167]: SNOWICECONTROL
KEY WORD 3 [189]: REMOVAL
KEY WORD 4 [211]:
UNIQUE WORD [233]:
PROPRIETARY FEATURE NAME [255]: VERGLIMIT

CHRONOLOGY

Date Work Plan Approved: MO. YR. [277]	Date Feature Constructed: MO. YR. [281]	Evaluation Scheduled Until: MO. YR. [285]	Evaluation Extended Until: MO. YR. [289]	Date Evaluation Terminated: MO. YR. [293]
08-83	09-83	06-87		02-84

QUANTITY AND COST

QUANTITY OF UNITS *(Rounded to whole numbers)* [297]: 248

UNITS [305]: 1 ☐ LIN. FT. 5 ☒ TON; 2 ☐ S.Y. 6 ☐ LBS.; 3 ☐ S.Y.-IN. 7 ☐ EACH; 4 ☐ C.Y. 8 ☐ LUMP SUM

UNIT COST *(Dollars, Cents)* [306]: 13198

AVAILABLE EVALUATION REPORTS

☐ CONSTRUCTION [315] ☐ PERFORMANCE ☒ FINAL

EVALUATION

CONSTRUCTION PROBLEMS [318]: 1 ☐ NONE; 2 ☒ SLIGHT; 3 ☐ MODERATE; 4 ☐ SIGNIFICANT; 5 ☐ SEVERE

PERFORMANCE [319]: 1 ☐ EXCELLENT; 2 ☐ GOOD; 3 ☐ SATISFACTORY; 4 ☐ MARGINAL; 5 ☒ UNSATISFACTORY

APPLICATION

[320]: 1 ☐ ADOPTED AS PRIMARY STD.; 2 ☐ PERMITTED ALTERNATIVE; 3 ☐ ADOPTED CONDITIONALLY; 4 ☒ PENDING; 5 ☐ REJECTED; 6 ☐ NOT CONSTRUCTED

(Explain in Remarks if 3, 4, 5, or 6 is checked)

REMARKS

[321] Verglimit did provide snow and ice control for a limited evaluation period. Insufficient compaction contributed to premature overlay failure which precluded a significant evaluation. [700]

FORM FHWA 1461 (REV. 8-79) Previous Editions are Obsolete

VERGLIMIT

Experimental Feature
Final Report

Projects OR 83-04 and OR 83-05

by
William J. Quinn
Research Coordinator

Leon G. Brock
Research Coordinator

and
Gordon Beecroft
Research Engineer

OREGON STATE HIGHWAY DIVISION
Research Section
Salem, Oregon 97310

Prepared for

FEDERAL HIGHWAY ADMINISTRATION
Washington, D.C. 20590

May 1985

TABLE OF CONTENTS

INTRODUCTION 1

TEST SITES 1

CONSTRUCTION 1

MIX DESIGN 1

PLACEMENT 2

SAMPLING & TEST RESULTS. 3

PERFORMANCE. 5

DISCUSSION 6

CONCLUSIONS. 8

RECOMMENDATIONS. 9

APPENDIX A: Specifications
APPENDIX B: Construction Criteria
APPENDIX C: Semi-log Plot - Verglimit Additive vs ADT

VERGLIMIT SURFACING ON THE SALMON RIVER AND QUARTZ CREEK BRIDGES

INTRODUCTION

Bridge deck icing is a phenomena that Highway Departments and motorists must contend with each winter. The formation of ice on bridge decks as the temperature falls below 0 C (32 F) creates a particularly treacherous condition. Since much less heat is stored in the deck than in the ground, the deck can ice while the rest of the roadway is clear. When this occurs, unwary drivers may approach these bridges at unsafe speeds.

Verglimit is the proprietary name for a multi-component defroster that is added to the asphalt concrete wearing surface. It is a specifically conserved and activated defroster compound which is released in small quantities by the traffic induced abrasion. Verglimit, which is produced in Germany, has been primarily used in Europe. In view of the favorable reports from Europe, it was decided to test it on two bridges in Oregon that are known to have icing problems.

Test Sites

The Salmon River Bridge in Clackamas County, approximately 12 miles east of Sandy on the Mount Hood Highway and the Quartz Creek Bridge in Clatsop County, approximately 47 miles northwest of Portland on the Sunset Highway were selected to receive Verglimit modified asphalt concrete overlay. It was estimated that the Salmon River Bridge would require 470 tons of Verglimit modified asphalt concrete and the Quartz Creek Bridge would require 270 tons.

CONSTRUCTION

Mix Design

The mix design was the same for both structures and was provided by the Materials Laboratory using aggregate from Baker quarry, #34-80-1, and stockpile gradations supplied by field personnel. The design had 31 percent coarse aggregate (3/4 - 1/4), 58.5 percent fine aggregate (1/4 - 0), 5 percent sand and 5.5 percent Verglimit. The recommended gradation, including the Verglimit was:

TABLE I
MIX DESIGN GRADATION

Sieve Size	Percent Passing
3/4	100
1/2	87
3/8	77
1/4	66
10	32
40	16
200	5.0

The asphalt to be used was AR4000W with a penetration of 79 and 0.5 Pave Bond Special as an additive. The recommended asphalt content was 6.0 percent. The design voids were 1.1 percent at 100 percent compaction.

Placement of Overlays

Prior to placement of the overlays, membrane waterproofing was installed on both structures. The overlay placement was relatively routine with the following points being noted.

	Quartz Creek Br.	Salmon River Br.
Date of paving	9/15/83	9/16/83
Tons placed	220.3	401.32
Mix temp. at placement	275 F (135 C)	260 F (127 C)
Verglimit added *	5.5%	5.3%
Air temperature	58 - 80 F (14 - 27 C)	50 - 60 F (10 - 16 C)

The overlays were compacted with 10-ton rollers until they were smooth in appearance. A standard class "C" mix was used to feather the ends of the overlays. The structures were then sanded, rolled, and opened to traffic.

* Calculated from a sack count at the plant.

Sampling and Test Results

During placement of the overlay, samples were taken and submitted to the Materials Laboratory for testing. On October 28, 1983 both overlays were cored (1 core each) to determine compaction. The nuclear density gage was not used since the overlays were too thin (approximately 1 1/2 inches). A minimum of 2 inches is required for accurate results from the gage. Skid data on both structures was taken on August 12, 1983, before paving, and September 22, 1983 after paving, for comparative purposes. The test results are tabulated in Table II.

Table II

Tests	Quartz Cr.	Salmon Rvr.	Specification
No. of samples	4	6	
Gradation, percent passing			
3/4	99	100	95 - 100
1/2	88	86	81 - 93
1/4	66	64	66 +/- 6
4	55	52	
10	32	31	32 +/- 4
40	13	15	
200	1.8	2.6	5.0 +/- 2
Asphalt, percent	5.85	5.3	5.5 +/- .5
Verglimit, percent (1 test)	5.4	4.5	5.5 +/- .5
Moisture, percent			
sealed samples	0.31 (1 sample)	0.32 (3 samples)	0.70 max
unsealed samples *	1.53	1.48	
No. of passing samples	0 of 4	1 of 6	
Compaction samples - 1 core each side			
thickness	1.5	2.2	1.5 min
percent compaction			
field estimate	87.7	87.4	(see discussion)
lab results	87.5	82.6	
voids, percent **	12.5	17.4	
Skid data			
before overlay (8/12/83)	39	47	
after overlay (9/22/83)	59	58	

* uncompacted samples were hydrophilic when exposed to air
** far in excess of the manufacturer's recommendation of 4 percent max

PERFORMANCE

Approximately one week after placement of the overlays, both bridges were tested to determine the effectiveness of the membranes. The Quartz Creek Bridge had a low electrical resistance reading indicating that the deck was not fully protected from chlorides. The Salmon River Bridge was found to be in excellent condition.

Quartz Creek Bridge

The first inspection was on November 3, 1983, approximately seven weeks after paving. There was some minor raveling in the wheel tracks and spalling had begun at several joints. In January 1984, it was necessary to extensively patch the Verglimit overlay. On February 1, 1984 the bridge was again inspected and it was noted that approximately 20 percent of the eastbound lane had been patched because of raveling. There were many more areas in both the eastbound and westbound lanes where more raveling had occurred after the patches were placed.

The Verglimit appeared to be effective in melting snow and reducing the formation of ice on the deck, however, the extensive raveling exposed much more of the Verglimit additive than would be intended.

In September 1984, a contract was let to remove the remaining Verglimit modified asphalt concrete, replace the membrane and place a new overlay on the deck using a conventional "B" mix.

Salmon River Bridge

During the period October 17 - 21, 1983, one month after paving, deck joints were installed and the overlay appeared to be in good condition. The first freezing weather occurred on or about November 1, 1983. On November 23, 1983, deterioration of the overlay was first noted. By November 28, 1983, the pavement was severely deteriorated and there were areas where the membrane waterproofing was exposed.

On December 15, 1983, the entire eastbound lane was covered with a one inch lift of commercial asphalt concrete.

In September 1984, a contract was let to remove the remaining Verglimit modified asphalt concrete, replace the membrane and place a new overlay on the deck using a conventional "B" mix.

DISCUSSION

Even though the two test sections failed prematurely, there is ample evidence that the material did reduce icing and snow on the decks. This is the desired result and bears out the experiences of others with the product. The premature failure of the overlay can be attributed to the failure of the materials to meet the specifications (Appendix A) and the failure of the specifications to adequately address the manufacturer's design and construction criteria (Appendix B).

The laboratory data (Table I) indicates the mix was deficient in passing #200 material and/or asphalt. Either condition increases the design voids at 100 percent compaction and makes placement of a dense overlay such as that required for a Verglimit modified mix, difficult, if not impossible, regardless of the compactive effort expended. The compaction results obtained from the cores indicate that the overlay void content was 3 to 4 times greater than the manufacturer's recommendation, a condition that virtually guarantees ravelling of the overlay.

The skid numbers showed a significant increase after placement of the overlay. The amount of increase could be significantly less if proper void content had been realized.

The project specifications failed to adequately address several of the manufacturer's design and construction guidelines. Failure to note these specific points may have affected the overlay performance.

The Quartz Creek and Salmon River Bridges have an ADT of 4,000 and 6,000, respectively, and are both located in areas of studded tire use during the winter season. The guidelines given for the Verglimit addition level is "as low as 3.5 percent on a site with very heavy traffic and a high percentage of studded tires" (10,000 ADT) or, "as high as 7.5 percent with very little (300 ADT) and slow (30 km/hr, 19 mph) traffic" with "the common addition rate being 5.5 to 6.5 percent". Serious consideration should then be given to using a semi-log approach (see Appendix C) to estimating the Verglimit addition level. If this is done, an addition rate of 4 percent for 6,000 ADT and 4.5 percent for 4,000 ADT would be recommended rather than the 5.5 percent used on both structures.

For many small jobs such as these, the only aggregate available is from commercial stockpiles. Historically, the gradations of these stockpiles is, at best, sketchy. To design a critical mix, such as the Verglimit modified asphaltic concrete, requires extensive sampling from stockpiles that would be reserved for the production of the special mix. Failure to get a representative gradation would result in mix design stockpile proportions that may not be appropriate for the actual material reserved for production. This is a condition that could result in a final product that cannot be compacted to meet the minimum compaction requirements.

Assuming that a mix can be produced that can be compacted to meet the compaction requirements, one further item needs consideration. Compaction is very dependent on temperature. Not only must the mix come from the asphalt plant within the proper temperature range, it must reach the job site and be placed and ready for the breakdown rollers with enough heat remaining in the mix to achieve proper compaction. The haul distance determines to a great extent the amount of heat that will be lost by the mix in transit to the job site. If the haul distance is so great that heat-loss prevention techniques would not allow placement of the mix at the proper temperature, then other alternatives, such as using a portable plant at the job site, should be considered.

The mix design did not meet the manufacturer's guidelines in as much as the recommended asphalt content was not bracketed and the design mix placement temperature was 280 F (138 C) instead of the recommended 284 F (140 C) behind the paver. (The actual placement temperature was much lower.) Bracketing of the mix design asphalt content may result in a more suitable mix with a higher asphalt content thus making it easier to obtain the recommended void content. The manufacturer's guidelines state that "the temperature of the mix behind the paver must be at least 284 F (140 C). The specifications say that the mix temperature at the time it is spread shall be "within the 240 F (115 C) to 300 F (150 C) range" and "be as designated by the engineer". Since temperature is so important to compaction and to the performance of the Verglimit, a value of 284 - 300 F (140 - 149 C) at laydown is recommended to help insure optimum compactability. Failure of any load to meet this condition should result in rejection of the load.

Compaction specifications for these jobs were not adequate. With the extremely critical void content of between 3 and 4 percent, special rolling requirements, placement requirements and density measurement methods should be treated in detail.

The design and construction notes supplied by the manufacturer are very specific about how joints and porous spots are to be handled and should be so addressed in the specifications.

CONCLUSIONS

The Verglimit modified asphalt concrete did provide snow and ice control during the short time it was intact. The premature failure of the overlay can be attributed to the problems previously discussed and in view of these, the probability of getting a successful test was very small. Consequently, Verglimit modified asphalt concrete should not be judged on the basis of this demonstration project.

RECOMMENDATIONS

If a future demonstration project using Verglimit is undertaken, the following recommendations are offered for consideration.

1. Place the overlay on a section of roadway, in a snow zone, so that in the event of a failure, the membrane would not have to be replaced.

2. Place the overlay early in the summer so that the weather conditions are optimum for laydown and so that the overlay has longer to "cure" before the snow season.

3. Pay particular attention to the mix design and stockpile gradations so that the proper amount of asphalt and fines will be obtained in the mix.

4. Provide for expansion joints and pavement dams to be placed immediately after compaction is completed.

5. Specify a 2 inch minimum thickness so that accurate in-place densities can be determined during placement, using a nuclear gage.

6. Use the minimum amount of Verglimit that is practical for the ADT at the site.

7. Pay particular attention to the longitudinal joints and treat them according to the manufacturer's instructions.

APPENDIX A

Specifications

SECTION 403 - ASPHALT CONCRETE PAVEMENT

Asphalt concrete pavement with Verglimit additive shall be constructed in conformance with Section 403 of the Standard Specifications supplemented and/or modified as follows:

Delete subsections 403.11 and 403.12 of the Standard Specifications and add the following new subsections 403.11, 403.12, 403.13, 403.14, 403.15, 403.16 and 403.17.

403.11 Classes of Asphalt Concrete and Proportions of Materials - This specification provides for the following class of asphalt concrete.

Sieve Size Passing	Class "B" Percentages of Total Aggregate (by weight)
1"	100
3/4"	95-100
1/2"	81-93
1/4"	52-72
No. 10	21-41
No. 40	8-24
No. 200	2-7
Asphalt Cement	4-8*
Verglimit	5-6*

*Percent of total mix (by weight).

403.12 Asphalt Cement, Verglimit and Additives - The asphalt cement shall be a viscosity or penetration graded asphalt, with the understanding that any one of the grades is to be used at such times and under such conditions as determined by the engineer.

Antistripping additives required for strength retention shall be added to the mix as determined by the engineer.

Salmon River Bridge Section
Bridge Deck Resurfacing

Asphalt cement and antistripping additives shall meet the applicable requirements of Section 702 of the Standard Specifications. The use of silicones as an additive to asphalt cement will not be permitted.

Verglimit additive is a chemical multicomponent de-icer available from the following source:

PK Innovations
466 Burlington St. East
Hamilton, Ontario, Canada L8L 4H9
Tel. (416) 528-7023

403.13 Composition of Mixtures and Proportions of Materials - The asphalt concrete mixture shall be composed of aggregate, mineral filler if required, asphalt cement, Verglimit and additives if required, intimately combined in the proportions specified for the type of asphalt concrete mixtures involved as such are given herein. Specified aggregate proportions are given in percentages of the weight of the total aggregates.

At least 15 days prior to producing any of the mixture for use in the asphalt concrete pavement, representative samples of acceptable materials proposed for use in the mix shall be furnished to the engineer for use in determination of the proportions of each of the several constituents to be used in the mixture. The proportions so determined shall be known as the "job mix formula" and shall be changed only upon order of the engineer. No mixture will be accepted for use until the "job mix formula" for the project is determined.

The materials to be used in the work shall be of such nature that a mixture of them, proportioned in accordance with the "job mix formula", will have a retained strength of not less than 70% when tested in accordance with OSHD 308.

403.14 Job Mix Formula and Tolerances - After the job mix formula is determined as prescribed in subsection 403.13, the several constituents of the mixture and the temperature of the mixture at the time it is placed in final position shall conform thereto within the following tolerances, but always within the range of proportions specified in subsection 403.11:

Salmon River Bridge Section
Bridge Deck Resurfacing

Constituent of Mixture	Tolerance (Plus or minus to job mix formula)
Aggregate passing 1", 3/4", 1/2" and No. 40 sieves specified in subsection 403.11.	Within the range of the proportions specified in subsection 403.11
Aggregate passing 1/4" sieve . . .	6.0%
Aggregate passing No. 10 sieve . .	4.0%
Aggregate passing No. 200 sieve. .	2.0%
Asphalt cement	0.5%
Verglimit	0.5%
Temperature of mixture at time it is placed in final position .	20°F

403.15 Acceptance of Materials:

(a) Aggregates - Aggregates produced according to subsection 403.16 will be subject to acceptance as they are produced and stockpiled.

If the contractor wishes to produce coarse and fine aggregates in sizes other than those stated in subsection 403.16, he shall so request in writing to the engineer. The target value and tolerances for each of the individual sieve sizes of the materials the contractor proposes to produce must be documented by contract change order.

(b) Asphalt concrete mixture - Acceptance of the mixture will be based on job control sampling and testing by State field personnel and by the Division's Engineering Lab as follows:

1. For each 100 tons of mix placed, State field personnel will determine asphalt cement content from tank stickings, weighings or metering and determine Verglimit content by weighing or counting empty sacks.

2. Field personnel will provide the Lab with 15-20 lb. samples of mixture taken randomly from the road or trucks for each 100 tons of mixture placed. The Lab will determine aggregate gradation compliance and run check tests on asphalt cement and Verglimit content.

Salmon River Bri e Section
Bridge Deck Resurfacing

403.16 Aggregates - Delete the provisions of subsection 703.08 of the Standard Specifications and substitute the following:

Aggregates for the asphalt concrete pavement shall conform to the following:

(a) General - During production of aggregates, samples of each size shall be provided as frequently as the engineer may consider expedient to determine conformance to requirements. On the basis of testing, the contractor shall modify or adjust his crushing and screening operations as necessary to bring the materials within quality requirements, gradings, proportions and quantities of each separate size as specified herein.

The determination of sizes and gradings shall be as set forth in OSHD 204.

(a-1) Fracture of gravel (OSHD 213) - If crushed gravel is furnished, 60 percent (by weight) of the material retained on each designated sieve 1/4" or larger and 50 percent (by weight) of the material retained on the #10 sieve shall have at least one fractured face produced by mechanical crushing.

(a-2) Plasticity (OSHD 103) - Aggregates passing the 1/4-inch sieve shall meet the plasticity index requirements set forth in subsection 703.07(d) of the Standard Specifications.

(a-3) Soundness - The crushed aggregates shall not have a weighted percentage of loss of more than 18% when subjected to five alternations of the sodium sulfate soundness test (OSHD 206).

(a-4) Durability - The crushed aggregates shall meet the following test requirements:

Test	Test Method	Requirements
	Coarse Aggregates	
Degradation		
Passing No. 20 Sieve	OSHD 208	30% Max.
Sediment Height	OSHD 208	3" Max.
Abrasion	OSHD 211	30% Max.
	Fine Aggregate	
Degradation		
Passing No. 20 Sieve	OSHD 208	30% Max.
Sediment Height	OSHD 208	4" Max.

(a-5) Deleterious substances - The amount of deleterious substances in each test fraction of the crushed aggregate material shall not exceed the following:

Test	Test Method	Percentages (by weight)
Lightweight Pieces	OSHD 222	1.0 Max.
Wood Particles	OSHD 225	0.1 Max.
Friable Particles (Coarse Aggregate)	OSHD 221	2.0 Max.
Friable Particles (Fine Aggregate)	OSHD 221	3.0 Max.

The aggregates shall be reasonably free from all other deleterious substances such as soft or disintegrated pieces, clay, loam or vegetative matter, either in a free state or as a coating on the stone.

(b) Coarse aggregate - That portion of the aggregate retained on a 1/4-inch sieve will be known as coarse aggregate and shall be crushed rock or crushed gravel. The coarse aggregate shall contain not more than 5 percent (by weight) of flat elongated pieces having a dimension greater than twice the maximum screen size for the specified grading.

(b-1) Separated sizes - Coarse aggregate for the asphalt concrete mixture shall be produced and stockpiled in either the 3/4" - 1/4" size or the 3/4" - 1/2" and 1/2" - 1/4" sizes at the contractor's option.

(c) Fine aggregate - That portion of the aggregate passing the 1/4-inch sieve shall be known as fine aggregate and shall consist of finely crushed rock or finely crushed gravel, fine sand and other finely divided mineral matter.

Fine aggregates for the asphalt concrete mixtures shall be produced and stockpiled in either the 1/4" - 0 size or the 1/4" - #10 and #10 - 0 sizes at the contractor's option.

403.17 Mineral Filler - Mineral filler shall meet the requirements of subsection 703.15.

403.31 Weather Limitations - Delete subsection 401.31 of the Standard Specifications and substitute the following:

Salmon River Bridge Section
Bridge Deck Resurfacing

403.31 Weather Limitations - Asphalt concrete mixtures shall be placed on dry prepared surfaces when the air temperature in the shade and the surface temperature is 50°F or above. However, the engineer may permit the contractor to begin paving work if the temperature is 45°F or above and rising and in the judgment of the engineer will be 50°F in a reasonable period of time. Placing of any mixture during rain or other adverse weather conditions normally will not be permitted, except that mix in transit at the time these adverse conditions occur may be laid if of proper temperature, if the mix has been covered during transit, if placed on a foundation free from pools or flow of water and if all other requirements of these specifications are met.

403.33 Bituminous Mixing Plant - Delete 401.33(c) of the Standard Specifications. The mixing plant used on the project shall be a batch type plant.

The mixing plant used shall conform to the requirements of subsection 401.33 of the Standard Specifications and the following modifications thereto:

Truck Scales - Delete subsection 401.33 (a-10) of the Standard Specifications and substitute the following:

(a-10) Truck Scales - Each pay load of bituminous mixture shall be weighed on vehicle scales meeting the requirements of subsection 109.02 except as follows:

When vehicle scales meeting the requirements of subsection 109.02 are available for check weighing, the contractor, upon written approval of the engineer, will be permitted to use either an approved automatic printer system as provided in subsection 401.33 (a-1) or an approved weigh hopper that is accurate to 0.5 percent. Use of these methods of determining pay weights will be discontinued when random check weighings indicate that the quantities are not accurate to 0.5 percent. Each load of mixture shall have a weigh ticket provided by the automatic printer system or by a Division provided weighperson. The Division provided weighperson will not be involved in any way in the production of materials or the loading of contractor's vehicles. The contractor shall be responsible for any additional costs resulting from the use of these weigh methods.

403.34 Hauling Equipment - After each application of an approved coating material, and prior to loading, the vehicle bed shall be drained of all excess coating material by raising the truck bed, opening belly dump gates or operating the conveyor belt as appropriate for the type of equipment being used.

Salmon River Br. ge Section
Bridge Deck Resurfacing

403.40 Heating Bituminous Cement - Delete the last paragraph of this subsection in the Standard Specifications and substitute the following:

The temperature of the asphalt cement upon entry into the mixture shall be not less than 250°F nor more than 350°F.

403.43 Hauling, Spreading, Finishing and Temperature Control - Contrary to the provisions of subsection 401.43 the temperature of the mixture at the time it is spread into final position shall be as designated by the engineer within the 240°F to 300°F range.

The moisture content of the mixture at the time it is spread into final position shall not exceed 0.7 percent.

When placing asphalt concrete pavement in layers of 2 inches or less in thickness is being performed under traffic, work shall be scheduled in a manner such that at the end of each working shift one strip of new travel lane pavement shall not extend ahead of the adjoining strip of travel lane pavement more than the distance normally covered by each shift.

Prior to any suspension of operations for a period of one day or more, the full width of the pavement shall be completed to the same elevation with no longitudinal dropoffs within this width. The transverse dropoff at the end of each strip shall be feathered out as directed by the engineer.

Where abrupt dropoffs occur within or at the edge of the paved surface the contractor shall provide suitable warning signs as required under "Temporary Protection and Direction of Traffic".

Transverse construction joints shall be cut back to good material and squared up prior to proceeding with paving operations.

The intermingling of asphalt concrete mixtures produced from more than one job mix formula is prohibited.

403.44 Compaction - Compaction shall be performed in conformance with the requirements of subsection 401.44 of the Standard Specifications except:

403.44 Compaction - Compaction to the specified density requirements will not be required on this project. In lieu thereof, compacting of the asphalt concrete mixture shall conform to the following:

The asphalt concrete mixture in the base course and leveling course shall be compacted with rollers conforming to the requirements set forth under subsection 401.36 of the Standard Specifications and having a minimum gross weight of 10 tons. The rolling shall continue until the entire surface has been compacted by at least four coverages of the roller and, unless otherwise directed by the engineer, shall be completed within 15 minutes after the mixture has been spread and struck off by the paver. Additional rolling shall be performed as necessary to attain thorough consolidation of the mixture.

403.81 Measurement - The quantities of asphalt concrete mixtures shown in the Bid Schedule were computed on the basis of aggregates having a specific gravity of 2.75. When the contractor notifies the engineer what source is to be used in production of aggregates for asphalt concrete mixture the engineer will recompute the quantities of the mixtures required based on the specific gravity of the aggregates to be used. The pay quantities of the various classes of asphalt concrete mixtures may be adjusted accordingly with no adjustment in contract unit prices.

403.91 Payment - Add the following new pay item:

Pay Item	Unit of Measurement
Verglimit Additive	Ton

Antistripping additives will be paid for at the contractor's actual documented costs with no percentage allowance or mark-up allowed.

SECTION 407 - ASPHALT TACK COAT

The asphalt tack coat shall be constructed in conformance with Section 407 of the Standard Specifications supplemented and/or modified as follows:

407.32 Application Method and Rates - Normally, the asphalt shall be applied to the prepared surface at a rate within the range of 0.06 - 0.10 gallons per square yard, the actual rate to be as directed by the engineer.

APPENDIX B

Construction Criteria

V E R G L I M I T
Appendix B

DESIGN AND CONSTRUCTION NOTES FOR ANTI-ICING PAVEMENTS CONTAINING VERGLIMIT

In general, the locally prevailing design, specifications and procedures are used for the mix design and construction of VERGLIMIT pavements. The details given below cover those aspects requiring special attention. Any questions concerning these notes should be directed to Verglimit SA or their local representative.

I. COMPOSITION AND DESIGN OF MIX

1. Basic Mix Without VERGLIMIT

The mix design starting point is always the usual design for dense-graded surface mixes, which is based on local experience and specifications. The most suitable mix which would be specified for the site if no VERGLIMIT was incorporated should be selected. Recommended is a dense-graded asphaltic concrete with a high content of coarse aggregate which provides a high macro texture (10 mm to 18 mm. minus 7/16" - 3/4"). For the selection of aggregates and asphalt cement (bitumen) and the composition of the mix (gradation, asphalt cement content) the conditions of the site and the local climatic conditions (alignment, gradient, elevation, exposure, traffic density, traffic speed, number of trucks, studded tires, etc.) must be considered.

2. Modification of Basic Mix: VERGLIMIT Addition Level

VERGLIMIT additions are typically given in terms of total weight of mix (aggregate + asphalt cement + VERGLIMIT = 100%). The most common addition rate is 5.5-6.5%. It can be as low as 3.5% on a site with very heavy traffic and a high percentage of studded tires (10,000 vehicles with 100% studded tires) or as high as 7.5% on a small site with very little (300 cars) and slow 30 km/h (18 mph) traffic. The size of the particles ranges from minus 0.1 mm to plus 5.0 mm. The specific weight is 1.8 g/cm^3, i.e. 5% of VERGLIMIT has a volume of about 7% in the mix. During incorporation of VERGLIMIT and during the construction of the pavement a portion of the VERGLIMIT particles is crushed, which results in a somewhat higher content of the finer aggregate. This makes the following modifications of the basic mix necessary.

3. Gradation

To compensate for VERGLIMIT addition, the sand and screenings content up to 5 mm (#4) in size has to be reduced by weight, in accordance with the VERGLIMIT addition rate.

4. Filler Content (Fines)

In order to avoid an unwanted hardening of the binder ratio of filler to asphalt cement in the VERGLIMIT mix should not exceed 1.7 to 1 by weight.

5. Asphalt Cement Content

It should be noticed, that VERGLIMIT has a higher volume than the aggregate and that it is a little porous. Therefore, the asphalt cement content of the usual mix (basic mix) must be raised by 0.1 to 0.3% by weight. It remains unchanged for any mix which is high in asphalt cement content.

6. Method for Mix Design

The mix design test methods normally adopted should be followed. The Marshall method has been found to be appropriate when VERGLIMIT is incorporated. The VERGLIMIT must be added cold, as the last item (i.e. after asphalt cement mixed in) during the preparation of the mix prior to compaction. Addition of the VERGLIMIT about 15 seconds before the end of mixing has been found suitable with satisfactory coating being achieved. Marshall briquettes and any mix should be cooled and stored in a desiccator with a drying agent to avoid the absorption of moisture. The weighing under water for density estimation and the 60 degree C. (140 degree F.) water storage, which is done before the actual Marshall stability test, do not cause any problems. During vacuum saturation of mix for maximum density determination, testing times must be kept as short as possible. (Leaching of VERGLIMIT during this test does not appear to influence the results.) It is recommended that different compaction efforts (2 x 50 blows (low) as well as 2 x 75 blows (high)) be used. By this method the potential compaction induced by high traffic volumes can be estimated. VERGLIMIT favors the compaction characteristics of the mix. The density is increased and the Marshall stability changes accordingly. The results of these tests should be discussed with Verglimit SA or representative.

7. Air Voids of the Test Briquettes

- The air voids of the Marshall test briquettes should be adjusted according to the placement site and should be within the following limits:

- 1.5 2.5% for pavements with little traffic, located considerably above sea level, in the shade or other extreme conditions or if they carry traffic with studded tires.

- 2.0 - 3% for pavements with a high traffic volume and exposed to the direct influence of sunshine.

The control tests done with the mix taken from the plant should show only very little difference to this data.

II. MIX PREPARATION AT PLANT

1. Careful Mixing

The design composition of the mix (gradation, filler, asphalt cement and VERGLIMIT content) has to be followed very carefully.

2. Handling of VERGLIMIT

It is equally important to a) handle VERGLIMIT with care in order to keep the crushing of the VERGLIMIT particles as low as possible; b) use the least mixing necessary to ensure that all VERGLIMIT particles are totally covered with asphalt cement.

3. Storage of VERGLIMIT

VERGLIMIT is delivered in 25 kg (55 lb.) polyethylene bags and must be stored in a dry place. To avoid undesirable absorption of moisture, the sacks should not be opened before they are emptied into the mix.

4. Screening — Important: Sacks must not be thrown into mix.

To eliminate occasional lumps, the sacks must be emptied over a sieve with openings of approximately 20 mm by 20 mm (3/4 in. x 3/4 in.). The openings of the (screen) sieve should not be too small or the flow of material is interfered with.

5. Protection of Personnel

The workers that are in direct contact with the VERGLIMIT particles must wear goggles and gloves. Depending on the working conditions, it is recommended that the workers wear protective breathing masks. (See remarks on the sacks). Contact with the skin must be avoided.

6. VERGLIMIT Addition

VERGLIMIT must be added continuously and loosely into the pug-mill. The apparatus for the addition must be constructed in such a way that each batch can be added in no less than 5 (to ensure homogeneous distribution in the mix) and no more than 10 (to avoid cracking) seconds. If a batch mixer is used the following systems have been proven successful:

a) addition directly into the pug-mill through a hopper or via a conveyer belt. Whenever possible VERGLIMIT should be added in complete sack units only, which means that the batch weight must be adjusted accordingly. When using a hopper a lock-gate is appropriate because that way the hopper can always be filled again while the mixing process takes place.

b) addition directly over the filler scale. This method is favorable if there are 2 filler scales at the pug-mill. When using this process it is particularly important to make sure that VERGLIMIT is added gradually (not all at once, minimum 5 seconds) and is not exposed to the air for a long period of time.

*auger systems are to be avoided because they might lead to a considerable amount of cracking of the VERGLIMIT particles. If they have to be used the auger should not be longer than 2 m (2.2 yds) and should only be used for horizontal transportation. Under no circumstances it may be heated with the aggregate.

7. Time for VERGLIMIT Addition

All aggregates, including the fines, must be in the pug-mill first. Then the addition of the asphalt cement is started. After a minimum of 1/3 of the asphalt cement is added, the VERGLIMIT addition can be started and it should be finished at approximately the same time as the asphalt cement addition is completed.

8. Final Mixing Time

The mixing time after all components including VERGLIMIT have been added should only be long enough that the VERGLIMIT particles are adequately coated with asphalt cement. This can be easily checked by looking at the mixed batch. No white particles should be visible after mixing. It has been found that the total mixing time usually remains unchanged from normal procedures. If due to plant constraints the asphalt cement and VERGLIMIT cannot be added at the same time, the basic mix including the asphalt cement is mixed properly first. Then the VERGLIMIT is in the mix, the additional mixing time should not exceed 15 seconds.

9. Mixing and Storage Temperatures

The mixing temperature depends on the type of asphalt cement. The respective norms must be observed. A mixing temperature of 165 to 170 degrees C (329 to 338 degrees F) must not be exceeded at any time since the mix might otherwise become like a mastic asphalt (Bituminous mastic concrete) in character. If the mix is stored in heated/insulated silos this temperature must not be exceeded either. (It should be noted that the temperature in silos with a capacity above 50 tons can increase by some degree due to exothermic oxidation processes without supplying any further heat to the mix from the outside.)

III. PLACING AND COMPACTION

1. Basic Rules

Placing and compaction characteristics are not significantly different between a mix with or without VERGLIMIT, but the influence of placing and compaction defects are more severe since

the VERGLIMIT particles can absorb moisture in a badly compacted surface course. To obtain good wearing results for the VERGLIMIT surface, and to avoid defects due to water penetrating into the pavement, the notes given below should be observed. The following 3 points are of particular importance:

-in order to avoid water penetration into the uncompacted surface placing must not be done during rain and rollers must be used without water.

- the supporting pavement surface should be free of cracks, smooth and as dense and closed as possible. The air voids content of the compacted VERGLIMIT surface must be between 3 and 4%

- longitudinal joints, construction joints and porous spots are very critical to performance and must be treated as follows:

a. Supporting Pavement Surface

Surfaces being paved over must fulfill the usual requirements for smoothness, freedom from cracks and impermeability. Wide cracks will reflect through when a thin overlay of 3 to 4 cm (1 in. - 1.5 in.) thickness is applied as they do when normal mixes are used. Therefore, the surface being paved over should be given a proper cleaning and preparation, or even a new profile if necessary. The supporting pavement surface must be dry and free of dirt and dust. The surface being paved over should be pre-coated with 300 to 500 g per square meter (10 oz to 1 lb per square yard) of suitable cationic emulsion or 150 g to 300 g per square meter (5 oz to 10 oz per square yard) of a water-free tack coat in order to obtain a proper bond between the old and the new layer.

2. Weather

VERGLIMIT surfaces should be placed in dry and warm weather only. The air temperature should not be lower than 10 degrees C (50 degrees F) and the supporting pavement surface should be dry. All placing has to be avoided during rain.

3. Pavers.

The same general conditions and specifications for placing a regular mix are applicable. Use only pavers with high pre-compaction screed capabilities operated at the highest compaction settings in order to obtain a smooth, closed surface. If there are still some porous spots visible behind the paver, they have to be filled with some additional mix before the first roller passes. Inclines should always be paved uphill. If the width of the road varies, the use of pavers with hydraulically movable extensions is recommended.

4. Hand Work

Hand work must be kept to an absolute minimum, and must be avoided in the wheel paths. Porous areas and those being placed by hand must be sealed with a suitable emulsion-filler sealant before they are opened to traffic.

5. Longitudinal Joints

If possible, the whole width of the road should be placed in one pass with a single paver. Otherwise two pavers should be operated in tandem to avoid cold longitudinal joints. When this is impossible, careful longitudinal joint compaction is necessary. If the longitudinal joint is placed cold (edge of first paver path cold, new path hot), the necessary uncompacted height of the mix has to be calculated (screed must be elevated sufficiently above the surface of the first paver path). A tack coat and/or infra-red heating of the cold joint is required. (Alternatively, a melting joint tape can be used.) It is strongly recommended that the joint be sealed to a width of 15 cm (6 in.) th same day. This is mandatory if the joint is a little porous.

6. Construction Joints and Edges

VERGLIMIT pavements must not be feathered down during construction. A full, sawn joint is required. The edges and the sawn joint must be clean and treated with tack coat. (If feathering must be adopted due to construction constraints, this must be done with regular mix). The most suitable working method is to start and end placing with plain mix (minimum of one truckload) and to continue with VERGLIMIT-mix without a transition. This way not only the construction joints are safe but also a possibility is provided to run the pneumatic-tired roller hot before it is operated (as the first roller) on the VERGLIMIT-mix.

7. Sealing of Critical Parts

All construction joints, contacts, porous parts, sides and edges are to be sealed the same day in order to keep water from penetrating into the surface. This will prevent potential ravelling of those areas.

8. Pavement Thickness

The thickness of a VERGLIMIT pavement should at no point be less than 2.5 times the minimum size of the coarsest aggregate in the mix.

9. Placement Over Concrete

If VERGLIMIT pavement is placed over concrete without a sufficient asphaltic concrete base course in between, the joint location for the concrete has to be carefully referenced to permit necessary surface cuts later on.

10. Air Voids

Compaction of the mix is the governing performance factor for the pavement, in terms of stability and durability (Suitable calibrated nuclear gauges can be used for overall compaction control.) The voids content of the pavement of drilled cores must under no circumstances exceed:

- average of 4%

- individual value of 5%

A desirable voids content between 3 and 4% should be the goal (while water can be used during core drilling, the use of special, denatured alcohol minimizes any water influences). For any VERGLIMIT-addition rate lower than 5.5%, the voids content of the pavement should not be very much lower than 3% since otherwise the effectiveness during winter might be affected. On the other hand the voids content of the pavement must not exceed 4% since otherwise water may penetrate into the pavement which can result in damage to the pavement. Local destruction always indicates an insufficient compaction in that area. The later in the year the pavement is placed, the more important the strict observation of this rule becomes, because in cold weather the pavement cannot be benefitted from the traffic induced compaction.

11. Compaction Techniques

To avoid unwanted cooling of the mix, but more importantly to keep water from penetrating into the uncompacted surface, no water should be used at rollers (i.e. rolling to be hot and dry). If unavoidable, steel-wheeled rollers may be moistened but not wetted. Pneumatic-tired rollers have to be driven dry, or if absolutely necessary to avoid sticking, a very light oiling can be used.

12. Placing Temperature

The placing temperature depends on the type of asphalt cement used as required by local specifications. The temperature of the mix behind the paver must be at least 140 degrees C (284 degrees F) when using an asphalt cement with a penetration of 80, for instance.

13. Recommended Rollers

The contractor is free to select and combine the proper rollers as long as he achieves the required compaction in terms of specified air voids (3 to 4%; section III-10). Experience indicates that a sufficient compaction can be achieved if the following rollers are operated directly behind the paver:

- pneumatic-tired roller (minimum of 2 ton wheel load; hot and

dry) to obtain a quick closing of the surface, then steel-wheeled roller (minimum 12 tons)

- if a vibratory roller is used the surface should be closed by a static steel-wheeled/pneumatic-tired roller afterwards.

14. Maintenance of the Pavement after Placing

To improve the skid resistance properties of the new pavement clean crushed sand or screening free of fine (0 to 3 mm size) should be rolled in during the last roller passes on the warm surface (minimum of 90 degrees C (194 degrees F) at a rate of approximately 1 kg/m^2. (2 lbs/sq yard). During compaction, the VERGLIMIT particles in the upper 1 to 3 mm of the surface have been crushed, which results in increased VERGLIMIT activity at the beginnning and a rich surface appearance. This effect can occur until the asphalt cement on the exposed coarse aggregate is worn off by traffic, which might take - depending on the traffic volume and speed - from 2 to 6 weeks. This surplus of VERGLIMIT should be washed off with a large surplus of water for several days using high pressure units. This way the carryover of the VERGLIMIT to the adjoining pavement can be stopped. If during dry days the VERGLIMIT activity is too high, washing should happen again. Once the pavement is worn in, washing is no longer necessary. Treatment will normally only be required in high speed or traffic conflict situations where year round high skid resistance is required. Verglimit SA or representative should be contacted for advice if there are any questions concerning these procedures. Temporary speed reduction signs are also advised. Generally speaking VERGLIMIT surfaces do not need any maintenance. During the winter period they are integrated into the normal ice control program. Any extra runs can normally be saved. If the surface at the beginning of the winter is still closed by oil or rubber residues, it can be treated with rotating steel brushes. After the VERGLIMIT in the upper mm of the pavement has dissolved, most surfaces look rough. The appearance is similar to that of a ravelling surface. By inspecting the pavement edges it is easy to find whether it is actually a loss of aggregate or the normal appearance. If there is a loss of aggregate this is due to insufficient asphalt cement quality or content or due to insufficient compaction as on any normal pavement. This rough appearance is slowly compensated for a great deal by the traffic. But it always remains a bit rougher to a comparable normal pavement, which is beneficial for the long term skid resistance properties.

IV. CONTROLS

General quality controls are to be completed by the contractor and/or owner. The use of a desiccator to store any samples containing VERGLIMIT (cores and mix before and after extrusion for example) should be noted again. Care must be taken at all times to avoid moisture absorption.

Mix samples and drilled cores are to be supplied to Verglimit SA or representative for supplementary analyses and control (all to be hermetically sealed:

- one 15 kg. (30 lb) sample of normal mix without VERGLIMIT
- one 15 kg. (30 lb) sample per 200 tons of VERGLIMIT containing mix
- at least three cores per VERGLIMIT site.

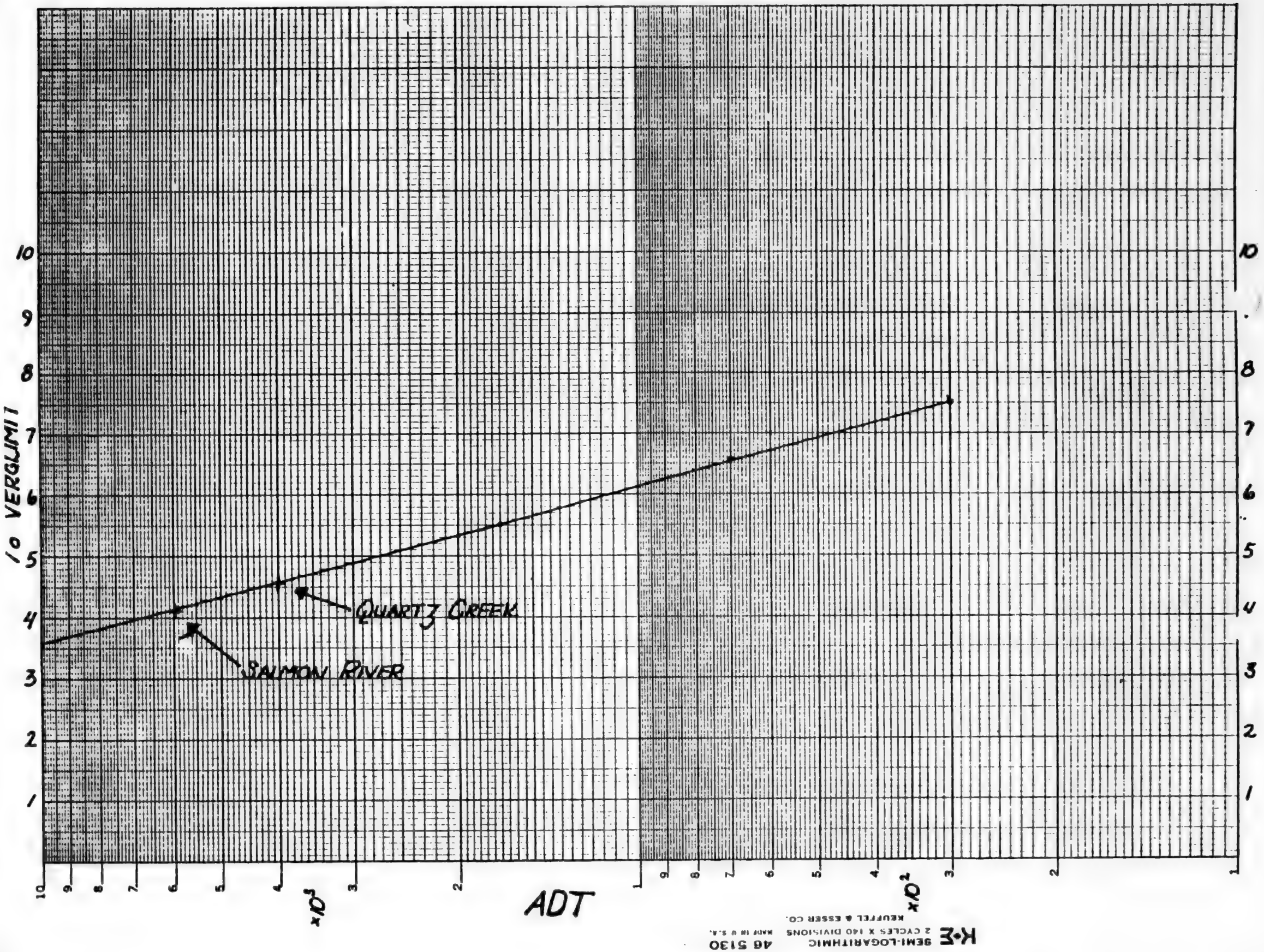
VERGLIMIT SA, GENEVA

APPENDIX C

Semi-log Plot

Verglimit Additive vs ADT

VERGLIMIT ADDITIVE VS ADT



APPENDIX "C"

K+E SEMI-LOGARITHMIC 46 5130
2 CYCLES X 140 DIVISIONS MADE IN U.S.A.
KEUFFEL & ESSER CO.

r11

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

cc: OSHD (Coulter)

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	3	Clackamas	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
3/20/85	T. P. Lowe, Area Engineer	HES-27-1(10)

COMPLETION DATE (Actual)	ACCEPTANCE DATE BY CONRTACT AGENCY	TIME ELAPSED	CONTRACT TIME
1/6/84	6/11/84	93 %	90 days

LOCATION

SEE BELOW

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

QUARTZ CREEK BRIDGE
SUNSET HIGHWAY
Bridge Deck Resurfacing & Ice Detection System

This project provided for overlaying the existing structure with asphaltic concrete pavement containing experimental verglimit additive. The verglimit is a deicing chemical similar to salt but without the corrosive charateristics.

Also, temperature sensors were installed in the deck surface to activate the existing sign warning motorists of icy conditions.

Both the asphaltic concrete surfacing and temperature sensor were constructed in accordance with the contract requirements.

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
MAR 27 '85
REFER TO
cy Fredrickson
FOR
3/27
Info | Invest | R/D | D/R | Sign | Act | File

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: T. P. Lowe (Original Signed by T. P. LOWE)		SIGNATURE: G. K. Hossner	
TITLE: Area Engineer	DATE: 3/25/85	TITLE: Field Operations Engineer	DATE: 3/26/85

FORM FHWA 14468 (Rev. 2-84) PREVIOUS EDITIONS MAY BE USED.

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

84-72

47

SEE INSTRUCTIONS ON REVERSE

KEY ID# 02475

SECTION: Quartz Creek Bridge — Clatsop Co.

REGION: Metro Region

Hwy 47

SURVEY AUTHORITY

AUTHORIZATION NO. 1 | PREFIX 4-1462 | DATE 7-17-84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 3,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 300
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		500	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		2,000	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		100
906 BRIDGE DESIGN		4,000	921 SPECIFICA-TIONS		2,500	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		200	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION			950 TRAINING		
910 REGION GEOLOGIST			924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		200	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON			932 RAILROAD & UTILITIES					

	TOTALS	$ $ 13,000
RIGHT-OF-WAY PREFIX	PREVIOUS AUTHORIZATION	$
FEDERAL AID PROJECT NUMBER	ADD. AUTH. REQUIRED	$

LOCATION ENGINEER'S REMARKS

State funds requested for PE to complete Application and [illegible] engineering [illegible] Forms. R. Nelson

1 Versteeg
Anderson
CY Adams
CY Lincoln
2 Edwards E
Terpin
3 Grout
CY

RECEIVED
JUL 25 1984
ROAD DESIGN SECTION

Do not File ☐
Return to
Bring Up ___/___/___
Action

PREPARED BY — DATE 4-27-84

RECOMMENDED, REGION ENGINEER — X Edward Johnson — DATE 4/30/84

RECOMMENDED, LOCATION ENGINEER — X [illegible] — DATE

APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS — X for Jack Gillilan — DATE 7/20/84

APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES — X [illegible] — DATE 7-20-84

FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE

734-1914 (7-82)

PROJECT PROSPECTUS
PART - PROJECT REQUEST

84-

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02475

SECTION: Quartz Creek Bridge

REGION: Metro Region

STATE HIGHWAY #	HIGHWAY NAME	MILE POST	LENGTH
47	Sunset	FROM 24.15 TO 24.30	.2

☐ URBAN ☐ RURAL | CITY | COUNTY: Clatsop | ROAD/STREET NAME

ROUTE # 26 | FEDERAL AID # | APPLICANT (IF OTHER THAN STATE)

COST ESTIMATES (000's)		PROJECT DATA			RIGHT OF WAY	
PRELIMINARY ENGINEERING	$	GRADING	(✓)		FILES (#)	
RIGHT OF WAY	$	PAVING	(✓)		ACRES (#)	
ROADWAY	$	STRUCTURES	(✓)		RELOCATIONS (#)	
Overlay STRUCTURES	$ 100	SIGNING	(✓)		WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS	$	SIGNALS	(✓)		PRELIMINARY ENGINEERING (S,C,A)	S
ILLUMINATION	$	ILLUMINATION	(✓)		CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$ Included	Deck Overlay		X	RIGHT OF WAY DESCRIPTIONS (S,C,A)	
	$	ENVIRONMENTAL CLASS	(1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	
40% ENGINEERING & CONTINGENCIES	$ 10	DESIGN CATEGORY	(1-7)	3	CONSTRUCTION BY	
TOTAL CONSTRUCTION	$ 110	WORK TYPE	(1-12)	4	☒ CONTRACT ☐ OTHER ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	
TOTAL ESTIMATE	$					

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR)	RECOMMENDED FUNDING SOURCE	RECOMMENDED PROGRAM YEAR
	/	State FOR PE [illegible]	

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)		
STRUCTURES (#)		
SIGNALS (#)		
BIKE PATH (Y/N)		
AVERAGE DAILY TRAFFIC	3950	5,500
YEAR OF AVERAGE DAILY TRAFFIC	1984	2000

DEFINE THE PROBLEM

New deck overlay has failed causing severe peeling of deck overlay. Temporary platches in place.

State Funds for PE [illegible]

PROPOSED SOLUTION

Grind off new deck overlay, add waterproff membrane, ice detector and overlay

X [signature] | DATE 4/30/84 | REQUESTED REGION ENGINEER

X | DATE | APPROVED, ASST. HWY. ENG. FOR OPERATIONS

X | DATE | APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION

TRANSP COMM APPROVAL DATE: 19 JUN 84 | PROGRAM YEAR | FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.) 84-7

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02475

SECTION Quartz Creek Bridge

REGION Metro Region

PROJECT JUSTIFICATION

A new asphaltic concrete deck overlay was placed in 1983. Due to moisture problems, this is delaminating and coming loose. Potholes are being temporarily maintained with patches; however, waterproof seal on deck has been ruptured. To preserve structure, a new membrane and overlay is urgently required.

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS

PART 2 - PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

84-72

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02475

SECTION: Quartz Creek Bridge

REGION: Metro Region

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	N	STORM SEWER	N	AIRPORT CLEARANCE		WETLANDS	
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE		SENSITIVE LAND	
PHOTOGRAMMETRY	N	PROJECT SIGNING	N	IRRIGATION	N	FLOOD PLAIN		CULTURAL RESOURCE	
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS		DEQ INDIRECT SOURCE	
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD		DEQ NON-POINT SOURCE WATER	
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	S	STATE LANDS		SECTION 106	
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS		NOISE STUDY	
SOILS INVESTIGATION	N	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING		SECTION 4(F)	
HYDRAULIC STUDY	N	RR ENCROACHMENT	N			SIGNALS	N	OLD (#)	NEW (#)
						UTILITIES	N	(LIST BELOW)	

COMPANIES: Portable generator charges sensors. No utility involved.

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)

RIGHT-OF-WAY LIAISON		EASEMENTS (#)		ACCESS CONTROL (Y/N)		DESIGN SPEED	DESIGN STANDARDS

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
								SAME								
								×								
								SAME								
PROPOSED																

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Location Engineer

Date

734-1912 (7-82)

9688

June 15, 1984

Insurance Company of North America
14711 NE 29th Place
Bellevue, WA 98007

CON 5
#9688

Gentlemen or Ladies:

Contract No. 9688 awarded to Baker Rock Crushing Co. for bridge deck resurfacing on the Quartz Creek Bridge on the Sunset Highway in Clatsop County was completed on March 22, 1984 and accepted by the State Highway Division on June 11, 1984.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before June 20, 1984.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

bk

cc: Baker Rock Crushing Co.
21880 SW Farmington Road
Beaverton, OR 97007

Emery & Karrigan, Inc.
123 NE 3rd Ave., #465
Portland, OR 97232

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
E. L. Hardt

7687

r11

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: HES-27-1(10)

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 30062

2A. COUNTY NAME: Clatsop

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 1/20/84

8. FEDERAL ROUTE NUMBER: Primary 27

9. STATE ROUTE NUMBER: Primary 47

10. GENERAL LOCATION:

Quartz Creek Bridge Section

11. GENERAL DESCRIPTION OF WORK

Remove existing verglimit overlay and resurface with asphaltic concrete and replace ice detectors if required

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 1/20/84 as requested in Mr. Fredrickson's letter of 3/9/84 as being cost effective for the use of State forces to proceed with the above work. State Force Order No. 5 is approved for a TEC of $19,700 Federal Funds $17,730.

RECEIVED
STATE HWY ENGR
APR 11 '84
REFER TO
Potter
FOR

n/c	Inf.	R/D	D/R	Sign	Act	File

ONR 4/11

14. DATE: 4/3/84

15. SIGNATURE OF APPROVING OFFICIAL: S. K. Hansen

16. TITLE: for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

rll

1608

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: HES-27-1(10)

2. STATE PROJECT NO.: See Below

2A. COUNTY NAME: Clatsop

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 30062

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAR 30 '84
REFER TO
Potter
FOR

Dmg to 3/30

INFO	SURV	R/D	D/R	SURV	FAI	TRF

7. DATE AUTHORIZATION EFFECTIVE: 1/3/84

8. FEDERAL ROUTE NUMBER: Primary 27

9. STATE ROUTE NUMBER: Primary 47

10. GENERAL LOCATION:

Quartz Creek Bridge Section

11. GENERAL DESCRIPTION OF WORK

Modifications to ice detecting system

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ XX CONSTRUCTION PROCEED ON FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 1/3/84 as requested in Mr. Fredrickson's letter of 3/9/84 as being cost effective for the use of State forces to proceed with the above work. State Force Order No. 4 is approved for a TEC of $5,000 - Federal Funds $4,500.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
3/28/84	G. K. Haessner	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9688

*** FINAL REPORT ***

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: QUARTZ CREEK BRIDGE		WEEK ENDING: MARCH 23, 1984
		SECTION PREFIX: 4-1042
HIGHWAY: SUNSET		COUNTY: CLATSOP
NAME OF JOB: QUARTZ CREEK BRIDGE	KIND OF WORK: BRIDGE DECK RESURFACING	
CONTRACTOR: BAKER ROCK CRUSHING Co.	CONTRACT NUMBER: 9688	FEDERAL AID PROJECT NUMBER: HES-27-1(10)
DATE OF CONTRACT: AUGUST 4, 1983	DATE WORK STARTED: SEPTEMBER 7, 1983	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 90	CALENDAR DAYS USED: 84
PROJECT AUTHORIZATION: $ 197,788.75	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 93
EXCLUSIVE OF ENGINEERING: $ 175,738.22	ENGINEERING AUTHORIZATION: $ 22,050.53	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 85
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 174,256.86	ENGINEERING COST TO DATE: $ 23,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 86
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN .8 %	PERCENT OF AUTHORIZATION: 104 %	DATE PROJECT WAS COMPLETED: JANUARY 6, 1984

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
N/A	N/A	N/A	N/A	100	N/A		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					.20
MILES PARTIALLY COMPLETED					.20
MILES COMPLETED					.20
TOTAL ESTIMATED QUANTITIES (CONTRACT)					270 TON
TOTAL QUANTITIES CORRECTED TO DATE					249 TON
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					249 TON
AVERAGE DAILY QUANTITIES (THIS WEEK)					0 TON
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					0 TON
NUMBER OF SHIFTS PER DAY					0
HOURS PER SHIFT					0

EQUIPMENT USED DURING THE WEEK:

NONE.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	2164A							
PERCENT	100							

MARCH	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 18	RAIN	0		
MONDAY 19	RAIN	0		
TUESDAY 20	RAIN	0		
WEDNESDAY 21	RAIN	0		
THURSDAY 22	SHOWERS	0		
FRIDAY 23	CLOUDY	0		
SATURDAY 17	RAIN	0		

CE K CAE FOE OCS SCE EBO

RECEIVED
MAR 26 1984
CONSTRUCTION SECTION

OM CA LS TC FE CP

MARCH	GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK
SUNDAY 18	NO ACTIVITY MARCH 17, 1984 THROUGH MARCH 23, 1984.
MONDAY 19	
TUESDAY 20	
21 WEDNESDAY	
THURSDAY 22	
FRIDAY 23	
SATURDAY 17	

REMARKS

STATUS TO DATE: THE PROJECT WAS COMPLETED ON JANUARY 6, 1984.
THE SEMI-FINAL ESTIMATE HAS BEEN SUBMITTED.
THE THIRD NOTIFICATION HAS BEEN SUBMITTED.
THIS WILL BE THE FINAL WEEKLY REPORT FOR THIS PROJECT.

SIGNED _____ LOCATION BEAVERTON
HOWARD R. HARRIS, PROJECT MANAGER

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

ROAD DESIGN SECTION 378-6558 DES 16

Howard R. Harris
Project Manager

March 1, 1984

Norman L. Henry
Design Team Supervisor

Quartz Creek Bridge
Sunset Highway
Clatsop County
Contract No. 9688

This letter acknowledges receipt of your construction narrative report.

We appreciate receiving this report as it will be helpful to us in the preparation of future construction plans.

NLH:sh

cc: Henry

Vestberg
Anderson
Adams
Macnab
Edwards
Terpin
Trent
Wakunig

RECEIVED
MAR 6 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ...../...../.....
Action

DATE: March 1, 1984

TO: Oregon Transportation Commission CON

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Quartz Creek Bridge Section
Sunset Highway, Clatsop County
Contract No. 9688

This federal-aid hazard elimination project was recently completed and it appears that the final cost will exceed the project authorization by $50,100 or 33.9 percent.

The contract provided for installation of ice detection equipment on a hazardous structure in the Coast Range. The ice detection processor unit was to be furnished by the State and installed by the contractor. The original State Force Order installed an air temperature sensor to activate the ICE signs. This sensor did not give true deck temperatures and accurately predict ice formation. It became necessary to change to a different system and also to provide an electric generator which had not been anticipated earlier. Provision of this additional equipment exceeded the amount set up in the project authorization by approximately $21,500.

The contract provided for application of asphalt concrete paving material containing Verglimit additive, a chemical deicer. This product has been used with some success in Europe and was being tried at this location on an experimental basis. For reasons not completely known at this time, the Verglimit overlay deteriorated to the point of being a hazard to traffic and it was necessary to remove it and to replace it with a lift of conventional pavement. This removal and repaving is expected to add approximately $19,700 to the cost of the project.

The balance of the overrun consists primarily of construction engineering required to handle the project. These costs were worsened somewhat by the experimental nature and by the remote location of the project.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $50,100 to a new total of $197,788.75. This matter will be on the consent calendar for the March 20 meeting.

HHP:mk s1

bc Fred D. Miller
R. W. Gormsen
C. O. Fredrickson
V. E. Skoog
E. L. Hardt
George Bell

STATE OF OREGON

INTEROFFICE MEMO

Highway Construction 378-6318 FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: February 27, 1984

FROM: O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

O.K. - WES

SUBJECT: Request for Increase in Project Authorization
Quartz Creek Bridge Section
Sunset Highway, Clatsop County
Contract No. 9688

This federal aid hazard elimination project was recently completed and it appears that the final cost will exceed the project authorization by $50,100.00 or 33.9 percent.

The contract provided for installation of ice detection equipment on a hazardous structure in the Coast Range. The ice detection processor unit was to be furnished by the State and installed by the contractor. The original State Force Order installed an air temperature sensor to activate ICE signs. This sensor did not give true deck temperatures and accurately predict ice formation. It became necessary to change to a different system and also to provide an electric generator which had not been anticipated earlier. Provision of this additional equipment exceeded the amount set up in the project authorization by approximately $21,500.

The contract provided for application of asphalt concrete paving material containing Verglimit additive, a chemical deicer. This product has been used with some success in Europe and was being tried at this location on an experimental basis. For reasons not completely known at this time, the Verglimit overlay deteriorated to the point of being a hazard to traffic and it was necessary to remove it and to replace it with a lift of conventional pavement. This removal and repaving is expected to add approximately $19,700 to the cost of the project.

The balance of the overrun consists primarily of construction engineering required to handle the project. These costs were worsened somewhat by the experimental nature and by the remote location of the project.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $50,100.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: E. L. Hardt
H. R. Harris
B. M. Walton
W. F. Cobine

81-125-1387

9688

RES 5 47

STATE OF OREGON

INTEROFFICE MEMO

TO: Memo to File

DATE: February 28, 1984

FROM: W. J. Quinn
Research Coordinator

SUBJECT: Verglimit AC Overlay

On Wednesday February 1, 1984 Bill Geibel, Horace King and I inspected the Verglimit A.C. overlay on the Quartz Creek Bridge. Approximately 20% of the eastbound lane had been patched because of ravelling. There were many more areas in both the eastbound and westbound lanes where more ravelling had occurred since the patches were applied. Bill Geibel was reluctant to place another overlay on top of the Verglimit because of the additional dead load. The bridge was designed for H15 loading. Any attempt to remove the Verglimit may damage the existing deck membrane and the ice sensors which are embedded in the concrete surface. Horace King, the section foreman, is going to try a light chip seal application on a 10 ft. x 10 ft. section using a rapid set emulsion asphalt. We will see some early results next week.

The chemical action of the Verglimit has been effective in melting snow on the deck and in reducing the formation of ice and frost. A picture taken December 26, 1983 shows no snow on the deck while it is still present on the roadway approach.

I recommend we evaluate Verglimit again but this time under better controls. These controls should include the following items:

1) Place Verglimit on a roadway section and not on a bridge for approximately 200 ft. The location should be in a snow zone.

2) Use a minimum thickness of 2 inches so that the in-place density can be determined with a nuclear gauge while the material is being placed. The recommended void content is 3 to 4 percent but we had 12% on Quartz Creek Bridge and 17% on the Salmon River Bridge.

3) Unfavorable comments have been made about the aggregate source that was used for both Verglimit applications. Therefore, we should specify a better aggregate for the Verglimit test section.

4) A slightly higher asphalt content than normally used may be desirable because the Verglimit is more porous than the aggregate it displaces.

5) Place the Verglimit in July or August during warm weather.

6) Specify a moisture content of 0.5% or less at Laydown.

WJQ:dp

cc: Hal Versteeg
Walt Hart
John Scofield
Bill Geibel
Jim Wilson

(for) Copy

Lawson
Anderson
Adams
Macnab
Edwards
Terpin
Trout
Walkwitz

RECEIVED
FEB 29 1984
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up ___/___/___
Action

125-1307

9677

PAUL K VON BERGEN
ATTORNEY AT LAW
WASHINGTON FEDERAL BUILDING, SUITE A
12255 S.W. FIRST STREET
BEAVERTON, OREGON 97005
TELEPHONE (503) 641-5771

PAUL K VON BERGEN
PAUL K VON BERGEN II

January 19, 1984

J. C. Compton Company
1305 Lafayette Avenue
McMinnville, Oregon 97128

Re: Accident: August 29, 1983
Place : Hwy 26, near Quartz Creek Bridge
Clatsop County

Gentlemen:

The writer represents Louann Romanski, mother of Marlene Ann Romanski, who was killed in an accident on August 29, 1983 on Hwy 26, near Quartz Creek Bridge, Clatsop County, Oregon.

It is our understanding that you were then and there performing some construction work on the highway and that one Dante James Hill was an employee of yours and the flagman at the site of this fatal accident.

According to a State of Oregon inter-office memo dated December 12, 1983, a photocopy of which is attached, the subject was described as Quartz Creek Bridge, Contract No. 9688, but referred to Baker Rock Crushing Co. It states that the contractor started to work erecting construction signs on September 7, 1983.

Would you please confirm or explain your work at this site, if any, on August 29, 1983.

Very truly yours,

PAUL K von BERGEN, SR.

:c
Encl

'cc: State Highway Department

RECEIVED
STATE HWY ENGR
JAN 19 '84
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: HES 27-1(10)

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 30062

2A. COUNTY NAME: Clatsop

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem OR

7. DATE AUTHORIZATION EFFECTIVE: 9-15-83

8. FEDERAL ROUTE NUMBER: Primary 27

9. STATE ROUTE NUMBER: Primary 47

10. GENERAL LOCATION:

Quartz Creek Bridge Section

11. GENERAL DESCRIPTION OF WORK

Furnish and spread sand on new pavement containing verglimite additive

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [XX] CONSTRUCTION PROCEED ON A FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Porject Agreement if additionals funds are required, I approve the advance authorization date of 9-15-83 as requested in Mr. Keasey's letter of 12-13-83 as being cost effective for the use of State forces to proceed with the above work. State Force Order No. 3 is approved for a TEC of $410-FF $369.

RECEIVED
STATE HWY ENGR
DEC 22 '83
REFER TO
Potter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Orig to 12/22

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
12-19-83	G. K. Hassmer	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9688

STATE OF OREGON

INTEROFFICE MEMO

TO: JULIE KLIEWER
RESEARCH SPECIALIST

DATE: DECEMBER 13, 1983

FROM: HOWARD R. HARRIS
PROJECT MANAGER

SUBJECT: QUARTZ CREEK BRIDGE
CONTRACT No. 9688

PROJECT MANAGER'S REPORT

1 Verstegg
Anderson
2 Adams
Swanson
Stoudenmeyer
Terpin
Trout
Wakerlig

RECEIVED
DEC 23 1983
ROAD DESIGN SECTION

Date of Title
Action

THE ASPHALT CONCRETE MIXTURE WITH VERGLIMIT ADDITIVE WAS PLACED IN THE SAME MANNER THAT ASPHALT CONCRETE MIXTURE IS NORMALLY PLACED. THERE WERE NO UNEXPECTED PROBLEMS DURING THE PLACEMENT. THE TEMPERATURE AT THE TIME OF PLACEMENT WAS 285 ^{0} F +/- 5^{0} AND THE AIR TEMPERATURE WAS 58^{0} F - 80 ^{0} F DURING THE PAVING OPERATION.

THERE HAS BEEN NO SPALLING OR PEELING OF THE OVERLAYED AREA TO DATE.

IMMEDIATELY AFTER PAVING, THE NEW PAVEMENT WAS SPRINKLED WITH $\frac{1}{4}$ INCH OF GRAVEL AND THE GRAVEL WAS ROLLED IN BEFORE OPENING TO TRAFFIC. APPROXIMATELY TWO HOURS AFTER IT WAS OPENED TO TRAFFIC, THE PAVEMENT WAS POROUS FROM THE GRAVEL AND HAD THE APPEARANCE OF A SEVEN OR EIGHT MONTH OLD PAVING JOB. AFTER SANDING THE AREA TWICE (APPROXIMATELY FOUR HOURS BETWEEN SANDINGS) THERE APPEARS TO BE NO SLICK SPOTS.

IT SHOULD BE NOTED THAT THE MINIMUM THICKNESS SHOULD BE NO LESS THAN 1-$\frac{1}{2}$ INCHES. ALSO WHEN FEATHERING AT THE ENDS, CLASS "C" MIX WITH NO ADDITIVE SHOULD BE USED. BY USING THIS METHOD, THERE IS A SMOOTH EVEN GRADUATED APPROACH.

KEL/PL

CC: FILE
Test File 12-28-83
LAB
Steve Menashe

2 CE
CAE
1 FOE
QCS
3 SCS
ESO

RECEIVED
DEC 27 1983
CONSTRUCTION SECTION

OM
CA
LS
TC
PE
CP

...28-1387

5

PAUL K VON BERGEN
ATTORNEY AT LAW
WASHINGTON FEDERAL BUILDING, SUITE A
12255 S.W. FIRST STREET
BEAVERTON, OREGON 97005
TELEPHONE (503) 641-5771

PAUL K VON BERGEN
PAUL K VON BERGEN II

November 30, 1983

State Highway Department
Transportation Building
Salem, Oregom 97310

Re: Accident of 8/29/83
Driver: Linda Atkinson
At: Highway 26 near Quartz Creek Bridge
Clatsop County, Oregon

Gentlemen:

I represent Louann Romanski, the surviving parent of Marlene Ann Romanski, who was killed in an automobile accident on August 29, 1983.

I understand that there was some road construction in the area at the time and I would appreciate receiving information from you as to whether this work was being done by the state or a private contractor, and if the latter the name of the company. Any assistance you can give me will be appreciated.

Mrs. Romanski has signed an authorization and it is enclosed.

If there is a charge for this service or if other authority or information is need please advise.

Very truly yours,

PAUL K von BERGEN, SR.

:c
Encl

RECEIVED
STATE HWY ENGR
DEC 1 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

This is your authority to release to my attorney, Paul K von Bergen, Sr. all information that you have in your file pertaining to that automobile accident which occurred on August 29, 1983, on Highway 26, near Quartz Creek Bridge, in which my daughter, Marlene Ann Romanski, was a passenger.

I would particularly ask that you deliver to him any information you have concerning any construction on the road in that vicinity and particularly whether or not the State Highway Department was involved, or the name of any private contractor.

Your cooperation will be appreciated.

Dated: November 17, 1983.

Louann Romanski

Louann Romanski

November 4, 1983

John E. O'Donovan, M.D. MAI
580 Avenue U
Seaside, OR 97138

Thank you for your recent letter concerning the work done at the Quartz Creek Bridge. We are certainly hopeful that the ice detection system and the verglimit bridge surface will reduce accidents on the structure.

Mr. Bill Geibel, District Maintenance Supervisor, assures me that the 55 mph sign you refer to was to be removed, however, due to an oversight it was not, but the matter has now been taken care of. There is another 55 mph sign further to the west already.

As to "the creek two blocks east of the bridge. . ." we are totally unaware of any problem due to this culvert. To our knowledge the box culvert is more than adequate and has never come close to overflowing. There was some water percolating through the pavement surface between this structure and the Quartz Creek Bridge. Because of this subsurface drains were installed last summer and should have eliminated this problem. If you could have those people concerned about the culvert contact Mr. Geibel at 229-5002, P. O. Box 565, Beaverton, 97005, with a more specific description, I am sure he would be glad to address the problem.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

ELH:cp st

bc H. S. Coulter
E. L. Hardt
Bill Geibel

JOHN E. O'DONOVAN M.D.P.C.

PHYSICIANS and SURGEONS

Family Practice
General Surgery

580 Avenue U
Seaside, Oregon
738-5571

RECEIVED
STATE HWY ENGR
OCT 14 '83
REFER TO
E. Hardt
FOR
Info | Invest | R/D | O/R | Sign | Act | File

WES 10/18 due 10/21

October 12, 1983

Mr. Scott Coulter
140 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

I would like to thank you personally for the dispatch with which your department proceeded in attempting to correct the flaws and defects on Highway 26, around Quartz Creek Bridge.

I have become a clearing house for complaints since my accident. I would have written sooner, however, I am just back from a much needed vacation including some continuing rehabilitation.

I understand that the Bridge surface is completed now in plenty of time before the ice, frost and snow. I would like to draw your attention to a couple of areas about which I have recently been contacted. I was requested to relay the peoples concern to you. One is the 55 mile per hour speed limit sign west of the bridge which is felt by many to be too close. I person seeing that sign has an extremely short period of time in which to slow down before actually being on the bridge surface itself. I was assured by the manager of the Manning Highway Division, Mr. William Geibel, that this sign would be moved some distance West.

I also have been contacted by a number of people who state that the water problem has not been totally corrected. They advise "the creek, two blocks east of the bridge, has a culvert which is not big enough and the water still overflows the road". I'm quite sure that all the people involved in traffic control don't yet have a total appreciation of how many accidents and near misses have taken place on and around the bridge.

The main purpose of this letter is to thank you for your efforts and to express the hope that what has been done will be very effective. I fully realize that architechtural and constructive improvements are not going to change the carelessness and lack of concern of many drivers.

My gratitude,

John E. O'Donovan, M. D.

9688

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Quartz Creek Bridge		WEEK ENDING: October 21, 1983
		SECTION PREFIX: 4-1042
HIGHWAY: Sunset		COUNTY: Clatsop
NAME OF JOB: Quartz Creek Bridge	KIND OF WORK: Bridge Deck Resurfacing	
CONTRACTOR: Baker Rock Crushing Co.	CONTRACT NUMBER: 9688	FEDERAL AID PROJECT NUMBER: HES-27-1(10)
DATE OF CONTRACT: August 4, 1983	DATE WORK STARTED: September 7, 1983	ESTIMATED COMPLETION DATE: November 14, 1983
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 1 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED: 66
	SPECIFIED CALENDAR DAYS: 90	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 73
PROJECT AUTHORIZATION: $ 147,688.75	ENGINEERING AUTHORIZATION: $ 11,711.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 88
EXCLUSIVE OF ENGINEERING: $ 135,977.75	ENGINEERING COST TO DATE: $ 7,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 86
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 131,554.92		DATE PROJECT WAS COMPLETED:
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 3.3 %	PERCENT OF AUTHORIZATION: 60 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
N/A	N/A	N/A	N/A	100%	N/A		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

1-Pickup.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	2164A							
PERCENT	88							

October		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	16	Cloudy	1		
MONDAY	17	Cloudy	1		
TUESDAY	18	Fair	1		
WEDNESDAY	19	Rain	1		
THURSDAY	20	Cloudy	1		
FRIDAY	21	Cloudy	1		
SATURDAY	15	Fair	1		

RECEIVED
OCT 24 1983
CONSTRUCTION SECTION

CE CAE FOE OCS SCS ESO OM CA LS TC FE CP

OCTOBER	GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK
SUNDAY 16	NO ACTIVITY.
MONDAY 17	INSTALLATION OF WIRING IN CONDUIT FOR ICE DETECTION SYSTEM.
TUESDAY 18	PLACING CABLE IN CONDUIT FOR INSTALLATION OF ICE DETECTION EQUIPMENT.
WEDNESDAY 19	INSTALLING CABLE.
THURSDAY 20	NO ACTIVITY.
FRIDAY 21	NO ACTIVITY.
SATURDAY 15	

REMARKS

STATUS TO DATE: PROJECT IS ALMOST ENTIRELY COMPLETE EXCEPT FOR THE INSTALLATION OF THE ICE DETECTION SYSTEM.

SIGNED _____ LOCATION BEAVERTON

HOWARD R. HARRIS, PROJECT MANAGER

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP-F216

9688

STATE OF OREGON

INTEROFFICE MEMO

TO: W. E. Schwartz
Assistant State Highway Engineer

DATE: October 20, 1983

MAI
2164

CON 5
9688

FROM: Walter J. Hart, P.E.
Bridge Engineer

SUBJECT: Doney Vs. State of Oregon
Multnomah County Circuit Court
No. A8211-07266

As requested, we have assembled copies of all the information in our files pertaining to the Quartz Creek Bridge, No. 2164, on the Sunset Highway in Clatsop County. Enclosed is the following:

1. Copies of material in Bridge Maintenance File for Bridge 2164.

2. One reduced set of plans of the Quartz Creek Bridge dated May 3, 1937.

3. One set of Plans and Special Provisions for the Bridge Deck Resurfacing Contract, Contract 9688

4. Copies of material in Bridge Section Construction File for Contract 9688.

The Bridge Section construction file for the original structure is on microfilm (of poor quality) located in the Bridge Section Files, Room 321 of the Transportation Building. If the Plaintiff's Attorney wishes to review these files, we will make them available to him.

JEC:jrb

Attachments

cc: Jack L. Sollis

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
OCT 21 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

:5-1387

STATE OF OREGON

INTEROFFICE MEMO

RECEIVED

NOTED
JACK L. SOLLIS

TO: Jack Sollis
AIC/Transportation

DATE: October 13 1983

FROM: John C. McLean JMcL(aa)
Assistant Attorney General

SUBJECT: Doney v. State of Oregon
Multnomah County Circuit Court No. A8211-07266

This case involves an automobile accident which occurred March 29, 1982, on the Quartz Creek Bridge on Highway 26. As discussed on the phone, the enclosed request for production was served on me by one of the attorneys for plaintiff, and it is necessary that the requested material be made available for inspection and copying. To the extent that any original records are involved which should not be removed from Salem, I will ask that the production be at the particular highway office in Salem which is involved, but for material of lesser import I would suggest that it be put in a box or boxes and sent to me. I will have the inspection and copying done here and will be able to return the material afterwards.

I have spoken to plaintiff's attorney about the fact that the requests are unlimited as to time and not definite as to what consitutes "near", and similar such things. He understands that I could file various objections, on the grounds of indefiniteness or remoteness of time, but he is not going to insist on us doing the unreasonable, as by going to the archives or compiling records or charts, etc. Accordingly, I think that it will be sufficient, for now anyway, if the material be produced which is clearly covered by the request.

If you have any questions, please let me know.

aa

cy 10/13 W. Hart, E. Hardt, B. Giebel } Please gather up copies of requested info and submit to me by Monday, Oct. 24th. I will forward to McLean

RECEIVED
STATE HWY ENGR
OCT 13 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act ✓ | File

81-125-1367

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MULTNOMAH

MATTHEW DONEY, Plaintiff, vs. STATE OF OREGON, Defendant.	Case No. A8211-07266 REQUEST FOR PRODUCTION

TO: STATE OF OREGON and its attorney, John C. McLean

PURSUANT TO ORCP 43, plaintiff requests production of the following documents for inspection and copying at the offices of Green, Griswold & Neuberger, 900 Jackson Tower, Portland, Oregon 97205 on Monday, October 31, 1983 at 10 a.m. or at such other time and place that may be agreed upon:

1) All correspondence regarding the Quartz Creek Bridge.

2) All reports, memoranda, and notes regarding accidents on and the safety of the Quartz Creek Bridge.

3) All accident reports regarding accidents and near accidents on the Quartz Creek Bridge.

4) All memoranda, proposals, recommendations, and studies for proposed or possible work affecting the Quartz Creek Bridge.

5) All memoranda, minutes, transcripts and notes of hearings, meetings and decisions regarding the Quartz Creek Bridge.

GREEN, P.C. & GRISWOLD
Lawyers
9th Floor Jackson Tower
Portland, Oregon 97205

6) The file regularly maintained on the Quartz Creek Bridge.

7) Records of maintenance work done affecting the bridge and its approaches.

8) The plans and prints for the bridge and its approaches.

9) Records of construction work done affecting the bridge and its approaches.

DATED this 3rd day of October, 1983.

GREEN, GRISWOLD & NEUBERGER

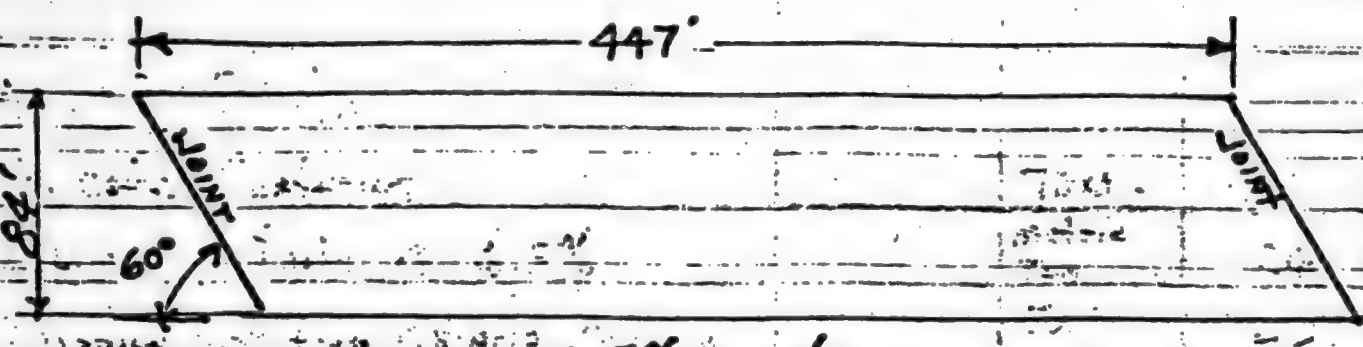
By _____
Robert J. Neuberger #80324
OF Attorneys for Plaintiff

GREEN, P.C. & GRISWOLD
Lawyers
9th Floor Jackson Tower
Portland, Oregon 97205

Cost Estimate

11-16-82
RHS

SALMON RIVER BRIDGE # 8522
MT. HOOD HWY. # 26
CLACKAMAS COUNTY.



DECK AREA = 84 x 447 = 37548 sq' = 4172 sq. yd.
say 4200 sq. yd.

Joint Length = $\frac{84}{\cos 30°}$ = 97'

Repair / Reconstruct Deck Joints

2 x 97 x $100 = $19,400

Place Deck Seal

4200 sq. yd x $15 = $63,000

"VERGLIMIT" overlay 1½" thick and 50' beyond each end of Bridge

447' + 50' + 50' = 547', say 550'

— Asph. Conc. Surfacing.
550' x 84' x 1.5" x 0.00631 = 437.3 ton, say 440 Ton

— Reduce Aggregate Content 6.5% weight of mix
440 Ton x 0.065 = 29 ton (440 - 29 = 411 Ton)

— Add "Verglimit" to Replace Aggregate $\frac{29 \text{ ton} \times 2000 \text{ lbs}}{2205 \frac{\text{lbs}}{\text{metric ton}}}$ = 26.3 metric Ton

— Roll Crushed Sand for improved Skid Resistance
2 lbs/sq. yd x 550 x 84 = 5.1 ton

Oregon State Highway Division

Sheet 1 of 1

Date 11-16-52

Summary - Bid Schedule - Cost Estimate

Salmon River Bridge #8522 - Mt. Hood Hwy #26 County Clackamas

of Work Br. Deck Overlay (Experimental Anti-Ice Surfacing) Length 450 Name Schalk

Item	Code	Unit	Quantity	Unit Cost	Total
Repair / Reconstruct Deck Joints } includes		L.F.	194	100.00	19,400
Place Deck Seal } 40% Etc		Sq. yd.	4200	15.00	63,000
OVERLAY Surfacing:					
Asph. Conc. Surfacing		Ton	411	34.00	14,000
"VERGLIMIT" Add mix @ 6.5%		Metric Ton	26	995.00	26,000
Shipping Cost from Ontario, Canada		Ton	29	22.00	650
Rolled in Crushed Sand or Screenings		Ton	5	10.00	50
Temporary Protection & Direction of Traffic			Adj.	4%	1650
Mobilization			Adj.	7%	2850
			Subtotal		127,600
Engr. & Contng. (40% x $45,200) =					18400
			TOTAL		146,000

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Sylvan 4-2A

March 21, 1983

FILE:

FROM: W.W. Geibel
D.M.S.

SUBJECT: Quartz Creek Bridge Ice Sign
Sunset Highway

TO: MEMO TO THE FILE

I was advised by Dave Weaver on March 18, 1983, that Bud George had made the decision to stay with the temperature-control to activate the ice sign. Two weeks ago, Mike Stovall and F.H.W.A. respresentatives expressed concern about this device and thought the installation of ice detectors would be preferable. It is my understanding that the subject of ice detectors at this location will no longer be pursued.

WWG:js

cc: Ed Hardt
L.E. George
Mike Stovall
Ron Failmezger

file.

TOS SM-1 SM-2
ATOS TT
ET

DATE: August 17, 1983

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

RES

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Verglimit Experimental Evaluation Plan
Your File HFO.6-OR/430.2

We concur with the suggestions included in your approval letter dated August 12 and will submit a narrative construction report within 60 days following the completion of construction and will submit annual evaluation reports for three years after construction. Since the material's effectiveness is related to winter, the evaluation period will be extended through the winter of 86-87 and the final report submitted by June, 1987.

GB:dp st

bc Robert N. Bothman
L. E. George
E. L. Hardt
Gordon Beecroft

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon HES-24(35)
Salmon River Bridge
Oregon HES-27-1(10)
Quartz Creek Bridge
Experimental Evaluation Plan

Date: August 12, 1983

Reply to Attn. of: HFO.6-OR/430.2

From: Division Administrator

To: H. S. Coulter
State Highway Engineer
Salem, Oregon

We have reviewed the evaluation plan presented with Mr. Hunter's letter of July 6, 1983. It is our suggestion that the plan be modified to include annual evaluation reports for three years after construction and contain a target date for the final report. The construction narrative report should be included in the study to document construction details.

Subject to consideration of the above comment the Work Plan is approved.

for Dale E. Wilken

cc:
OSHD (G Beecroft)
OSHD (D Ridings)
WA,DC (HHO-41)w/OSHD ltr & att

cy Hunter
Dee Mc
Schwartz
Hardt
8/17

RECEIVED
STATE HWY ENGR
AUG 16 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

RES 6

STATE OF OREGON

INTEROFFICE MEMO

RECEIVED
ASST STATE HWY ENGR
AUG 10 '83
REFER TO
FOR
Info | Inves | R/D | O/R | Sign | Act | File

TO: Edward L. Hardt
Metropolitan Engineer

R. N. BOTHMAN

DATE: August 10, 1983

FROM: Gordon Beecroft
Research Engineer

SUBJECT: Verglimit Experimental Features Projects

The verglimit defrosting additive to be mixed into the asphalt concrete surfacing for the Quartz Creek Bridge on the Sunset Highway and the Salmon River Bridge on the Mt. Hood Highway is classed as an experimental feature and requirés evaluation and reporting. The attached work plans, prepared by the Traffic Section, have been submitted to the Federal Highway Administration for approval.

The project managers will need to keep in mind that these are experimental features projects and obtain the information required in the construction evaluation. The construction reports should also include comments on how easy or how hard the material is to work with, how the additive was incorporated into the mix, and any problems that developed during mixing or placing. For the reports, photographs of the mixing and placing operations would be desirable. The mix design and total tonnage will provide a number of the evaluation items listed in the work plan. The project managers should submit reports on the construction phase within a month or so after paving completion.

The work plan commits the maintenance forces for observations of post-construction performance. Please pass the information along to appropriate maintenance personnel.

I understand the modified four-pin soil conductivity test mentioned under postconstruction evaluation is something the Materials Section is equipped to do. The write-up infers this will be done periodically to evaluate performance.

The Research Section will arrange to get skid test information before and after construction.

The Traffic Section is committed to the before and after accident analysis.

A work plan is also included for evaluation of the sign system to be installed at Quartz Creek Bridge. It is my understanding the sign system does not require classification as an experimental features item under the FHWA requirements. The evaluation is still desirable but it will not require the same formality if it is not a FHWA experimental item.

During a recent conversation with the Research Engineer from Colorado, he mentioned a fatal accident occurred shortly after completion of a

erglimit project for which the additive was at least partially responsible. Construction apparently leaves a surplus of calcium chloride on the surface which draws moisture from the atmosphere and becomes very slick. He stressed the need to sand the decks immediately after construction, before opening them to traffic, and to keep them sanded until the surplus salt is worn off. He also mentioned their project raveled badly after a short period of time and was replaced or overlayed with conventional asphalt concrete.

GB:dp
Enc.
cc: R. N. Bothman
L. E. George
C. T. Keasey w/att
R. L. Schroeder w/att
Jack Sullivan w/att

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

In Reply Refer to
File No.: RES 6

Dale E. Wilken, Division Administrator
Federal Highway Administration

July 27, 1983

Gordon Beecroft
Research Engineer

Verglimit Experimental Features Projects

Attached are experimental project reports, Form FHWA 1461, for verglimit surfacing on Salmon River Bridge in Clackamas County, project #HES-24(35) and verglimit surfacing on Quartz Creek Bridge in Clatsop County, project #HES-27-1(10). Work plans covering the evaluation of these experimental projects were submitted separately by Mr. Coulter.

GB:dp
Enc.

cc: H. S. Coulter w/att
R. N. Bothman w/att
G. A. Potter w/att
L. E. George w/att

RECEIVED
ASST STATE HWY E .GR
JUL 27 '83
REFER TO
FOR
Info | Initial | R/D | D/R | Sign | Ret | File

NOTED
ROBERT N. BOTHMAN

Form 734-3122

RCS HHO-30-19

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

EXPERIMENTAL PROJECT REPORT

EXPERIMENTAL PROJECT

EXPERIMENTAL PROJECT NO. [1] STATE YEAR NUMBER SUF.: 0 R 8 3 - 0 5 [ ]

CONSTRUCTION PROJ. NO. [8]: HES-27-1(10)

LOCATION [28]: Clatsop County

EVALUATION FUNDING [48]: 1 ☐ HP&R 3 ☐ DEMONSTRATION 2 ☒ CONSTRUCTION 4 ☐ IMPLEMENTATION

NEEP NO. [49]: [ ]

PROPRIETARY FEATURE? [51]: ☐ YES ☐ NO

SHORT TITLE

TITLE [53]: Verglimit Surfacing on Quartz Creek Bridge

THIS FORM

DATE [140] MO. YR.: 0 7 - 8 3

REPORTING [144]: 1 ☒ INITIAL 2 ☐ ANNUAL 3 ☐ FINAL

KEY WORDS

KEY WORD 1 [148]: Asphalt Concrete

KEY WORD 2 [167]: Paving

KEY WORD 3 [189]: Calcium Chloride

KEY WORD 4 [211]: Bridge Deck

UNIQUE WORD [233]:

PROPRIETARY FEATURE NAME [255]: Verglimit

CHRONOLOGY

Date Work Plan Approved: MO. YR. [277]	Date Feature Constructed: MO. YR. [281]	Evaluation Scheduled Until: MO. YR. [285]	Evaluation Extended Until: MO. YR. [289]	Date Evaluation Terminated: MO. YR. [293]
[ ] [ ] - [ ] [ ]	[ ] [ ] - [ ] [ ]	0 4 - 8 7	[ ] [ ] - [ ] [ ]	[ ] [ ] - [ ] [ ]

QUANTITY AND COST

QUANTITY OF UNITS (Rounded to whole numbers) [297]: 14

UNITS [305]: 1 ☐ LIN. FT. 5 ☒ TON; 2 ☐ S.Y. 6 ☐ LBS.; 3 ☐ S.Y.-IN. 7 ☐ EACH; 4 ☐ C.Y. 8 ☐ LUMP SUM

UNIT COST (Dollars, Cents) [306]:

AVAILABLE EVALUATION REPORTS

☐ CONSTRUCTION [315] ☐ PERFORMANCE ☐ FINAL

EVALUATION

CONSTRUCTION PROBLEMS [318]: 1 ☐ NONE; 2 ☐ SLIGHT; 3 ☐ MODERATE; 4 ☐ SIGNIFICANT; 5 ☐ SEVERE

PERFORMANCE [319]: 1 ☐ EXCELLENT; 2 ☐ GOOD; 3 ☐ SATISFACTORY; 4 ☐ MARGINAL; 5 ☐ UNSATISFACTORY

APPLICATION

[320]: 1 ☐ ADOPTED AS PRIMARY STD.; 2 ☐ PERMITTED ALTERNATIVE; 3 ☐ ADOPTED CONDITIONALLY; 4 ☐ PENDING; 5 ☐ REJECTED; 6 ☐ NOT CONSTRUCTED

(Explain in Remarks if 3, 4, 5, or 6 is checked)

REMARKS

[321] New project, not yet under contract.

[360]

FORM FHWA 1481 (REV. 6-78) Previous Editions are Obsolete

HIGHWAY DIVISION - ODOT LOC 3

F I L E S July 27, 1983

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
July 28, 1983 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened July 28, 1983 on the following projects:

1. Salmon River Bridge
   Mt. Hood Highway, Clackamas County
   Structure Repair

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Quartz Creek Bridge
   Sunset Highway, Clatsop County
   Structure Repair

   Asphalt ramps will be added at the ends of the sidewalks for bicycle traffic.

3. Myers Creek and Pistol River Bridge Slides
   Oregon Coast Highway, Curry County
   Slope Protection

   Same as No. 1.

4. Winchuck River Bridge
   Oregon Coast Highway, Curry County
   Deck Overlay

   Asphalt sidewalk to be constructed behind new guardrail installation and sidewalk ramps installed at bridge end sidewalks.

5. Upper Truck Escape Ramp (Siskiyou)
   Pacific Highway, Jackson County
   Truck Escape Ramp

   Same as No. 1.

6. Merlin-Galice Road @ Monument Drive
   Merlin-Galice Road, Josephine County
   Signals

   Pedestrian signals will be installed on this project.

7. Ash Swale Bridge
   Bethel Road, Polk County
   Structure

   Thirty-two-foot roadway on approaches and structure.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established ... where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

8. Moro-Grass Valley
   Sherman Highway, Sherman County
   Grading and Paving

   Twelve-foot travel lanes with twelve-foot climbing lanes as needed. Predominately four-foot shoulders throughout the project.

   Same as No. 7.

9. W. Fork Dairy Creek Bridge
   Pihl Road, Washington County
   Structure

   Twenty-seven and one-half-foot roadway on structure and twenty-eight-foot roadway on approaches.

   Same as No. 7.

RPS:ge

cc E. S. Hunter
   D. G. Talbot
   L. E. George
   F. E. Terpin
   George Bell
   Don Harwell
   D. A. Ridings

GENERAL FILES

DATE: July 26, 1983

TO: Dale E. Wilken, Division Administrator TRA 7
Federal Highway Administration

FROM: /s/
H. S. Coulter
State Highway Engineer

SUBJECT: Evaluation Plan for Quartz Creek and
Salmon River Bridge Improvements

Due to the weather conditions and physical conditions at Quartz Creek Bridge on the Sunset Highway and the Salmon River Bridge on the Mount Hood Highway, ice can form on the bridge deck before it does on the adjacent roadways. When this occurs, unaware drivers may approach these bridges at unsafe speeds. To mitigate this situation, two improvements have been approved.

One corrective action is to add Verglimit to the road surfacing mixture. Verglimit is a multiple component defroster which is added to the top course mix of bituminous surfacing. It is a specifically conserved and activated defroster compound which is permanently released in small quantities by the traffic induced abrasion.

The other informative action is to install an ice detector system which lights up a neon "Bridge Icy Ahead" sign when conditions are such that ice could form.

In order to determine the effectiveness of these two improvements, it is necessary to develop an evaluation plan. The evaluation work plans are attached.

KJD:klh st

bc L. E. George

Work Plan

Evaluation of Addition of Verglimit to Quartz Creek and Salmon River Bridges

Pre-Construction Evaluation

It will be necessary prior to construction to review the accident history of both areas. Also, a visual observation of the areas should be recorded prior to construction so that the existing conditions will be known. A skid resistance test should be done prior to construction so that comparisons can be made with tests done after construction is complete.

During Construction Evaluation

During construction the State Inspector keeps records of the following information:

1. The materials used and the amounts of each, such as rock, asphalt and verglimit.

2. As the surface is being layed the inspector records:

    a. the moisture in the rock
    b. the percent asphalt used
    c. the percent verglimit used
    d. the gradation of the mix
    e. the temperature of the asphalt concrete when being mixed
    f. the temperature of the asphalt concrete as it is layed
    g. nuclear density test results.

All of the information stated above will be used by this department to ensure that it meets the specifications. This department will also conduct on-site meetings with the inspector, contractor, plant personnel, and other involved persons to determine if any problems have arisen or any changes that were made. At the on-site meetings, visual observations will also be made.

Post Construction Evaluation

Once construction is complete it will be necessary to determine the effectiveness of the verglimit. This will be done by the following methods:

1. Visual observations by the maintenance crews in the areas of the bridges. Especially during the winter season it will be important to note the amount of snow or ice on the bridge sidewalk in comparison to that on the bridge roadway. Also photographs should be taken to show the conditions.

2. A modification of the four pin soil conductivity test will be used to determine the amount of calcium chloride, a major component of verglimit, available to the road surface. This will be an ongoing survey to determine how effectively the abrasive action of the car tires release the defroster compound, and how effectively it keeps ice from forming on the road surface.

3. A skid resistance test should be done so as to compare the newly constructed surface with the old surface.

4. A comparison of before and after accident history will be done. This will take a longer period of time as it will be necessary to compare at least three years of accidents for it to be statistically reliable.

Work Plan

Evaluation of Ice Detection and Sign System at Quartz Creek Bridge

Pre-Construction Evaluation

The accident history of the Quartz Creek Bridge will be reviewed. Also a review of the effectiveness of the existing ice detection and sign system.

During Construction Evaluation

It will be necessary to compare the State Inspector's records of how the system was actually installed with the specifications. An on-site visit will also be made to observe the installation.

Post Construction Evaluation

The maintenance crew in the Quartz Creek Area can make observations such as how often does the sign light up, and what times it does light up. Also a record will be kept of the number of engine hours the generator has on it and also an hour meter will record the amount of time the sign is actually on. The generator engine hours will reflect the amount of time that it was cold while the hour meter will record how much time the sign was on. With this information a comparison can be made between the two.

9666 1-6-83 3

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL AID PROJECT NO.: HES-27-1(10)

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 30062

2A. COUNTY NAME: Clatsop

6. TO:

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 7/6/83

8. FEDERAL ROUTE NUMBER: Primary 27

9. STATE ROUTE NUMBER: Primary 47

10. GENERAL LOCATION:

Quartz Creek Bridge (Sunset Highway at Quarts Creek Bridge)

11. GENERAL DESCRIPTION OF WORK:

Bridge Deck Resurfacing

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Mr. Potter's 7/5/83 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $158,879 Federal Funds $142,991.

A signed copy of the Title Sheet is returned herewith.

The work plan for Experimantal Item "verglimet" must be submitted and approved prior to your request for concurrence in award of contract for this project.

RECEIVED
STATE HWY ENGR
JUL 19 '83
REFER TO Potter
FOR

Orig w/ att. to 7/19

Insp	Insp	R/W	D/R	Sign	Act	File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
7/6/83	G. K. Hoesmer	For Division Administrator

FORM PR-1240 (Rev. 12-72) PREVIOUS EDITIONS MAY BE USED

r11

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-27-1(10)		
2. STATE PROJECT NO. See below		
3. FROM: Dale E. Wilken, Division Administrator FHWA - Oregon Division	4. PROGRAM NO.	2A. COUNTY NAME: Clatsop
	5. ITEM NO. 30062	

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
6/20/83	Primary 27	Primary 47

10. GENERAL LOCATION:

Sunset Highway at Quartz Creek Bridge Section

11. GENERAL DESCRIPTION OF WORK

Revised Force Order

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's letter of 6/2/83 I approve the revised Force Order No. 1 for purchase and installation of ice detector system at a revised cost of $30,000 Federal Funds $27,000.

(Increase TEC $20,000 Federal Funds $18,000)

RECEIVED
STATE HWY ENGR
JUN 27 '83
REFER TO Potter
FOR
Info | Invest. | R/D | D/R | Sign | Act | File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
6/20/83	J. K. Hassmer	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

1665

5

Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to File No.:

PRO 6-2

Date: June 2, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Order for Force Work No. 1 (Revised)
Item No. 30062
Project No. HES-27-1(10)
Sunset Highway @ Quartz Creek Bridge Sec.
Clatsop County

I request your approval of "Order for Force Work No. 1 (Revised)" for a total estimated cost of $30,000 with an obligation of $27,000 in Federal funds. This is an increase in obligation of $18,000. This increase is due to changing type of sensors from air temperature sensor to the SSI system sensors that are installed in the bridge deck. Attached are three copies of the "Order for Force Work No. 1 (Revised)". Reimbursement will be claimed on an actual cost basis.

DRH:bks
Attachments
cc: L.E. George
E.L. Hardt (Metro)
Jon Rose (Metro)
Earl Mershon (Metro)
General Files

Form 734-3122

RECEIVED
STATE HWY ENGR
APR 15 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

April 11, 1983

Gene & Lottie Roehn
Box 269
Seaside, OR 97138

Inflation and reduced gasoline sales have resulted in the deterioration of the Oregon State highway system at a rate that is distressing to us all. I certainly share your concern about the condition of the Sunset Highway, but you should realize that the same problems exist in nearly all state highways throughout Oregon.

Currently, a state highway project is underway to improve the junction of the Sunset and Fishhawk Falls Highways east of Elsie. In addition, another project has been contracted to place reflective markers on the centerline of the Sunset Highway, M.P. 53.10 to M.P. 74.62, similar to those you have seen on the Oregon Coast Highway during the past couple of years. I think you will find those placed on the Sunset Highway to be equally effective.

Two years ago, the Sunset Highway, from Cannon Beach Junction to Necanicum Junction, was overlayed, and the Highway Division has received many supportive comments regarding this improvement.

Several years ago, the Sunset Highway was four-laned and completely rebuilt from Saddle Mountain Road Junction to just beyond the David Douglas Summit.

A project is scheduled on the Highway Division Six-Year Program to correct the two areas where the Sunset Highway sinks each year at milepoint 15 and milepoint 19.9.

The initial work on the Quartz Creek Bridge--installation of an ice detection system and ice signs--has been completed. Later this summer, the bridge will be overlayed with a new type of material that lowers the freezing temperature of the surface.

Slide areas are being investigated for further corrective work, if and when financing becomes available.

These projects are mentioned only to inform you that there currently are, and have been, numerous improvements made to the Sunset Highway. I can assure you that this Highway, along with all other highways in the State of Oregon, will be closely monitored. As resources allow, those areas of greatest concern will be corrected.

Sincerely,

Victor Atiyeh
Governor

VA:bb

bc: Highway Division

DOT RECEIVED
MAR 2 [illegible] 1983
Governor's [illegible]

Please prepare a response for the Governor's signature by 4-6 Thank you.

PLEASE RETURN ORIGINAL LETTER
03348

Governor Vic Atiyeh
Salem, Oregon
Dear Governor:

Here are some clippings from the Daily Astorian.

They show what has been done and what is yet to do on Hwy 26 - Sunset Highway.

The article on General Miller and General McCarter is particularly pertinent.

You might consider this letter as a progress report. We people on the North Coast have an urgent and abiding feeling for this stretch of highway. It is essential for our economic well-being and we do not want any more unecessary deaths on it.

Thank you for your interest in our area.

Sincerely
Gene + Lottie Roehm
Box 269
Seaside OR 97138

RECEIVED
DOT DIRECTOR
MAR 30 '83
REFER TO
Bell
FOR

Info	Invest	R/D	D/R	Sign	Act	File

Please prepare a response for the Governor's signature by 4-4
Thank you.

DOT
3-23-83

03308
PLEASE RETURN ORIGINAL LETTER

RECEIVED
MAR 24 1983
Governor's Office

Governor Vic Atiyeh
Salem, Oregon
Dear Governor:

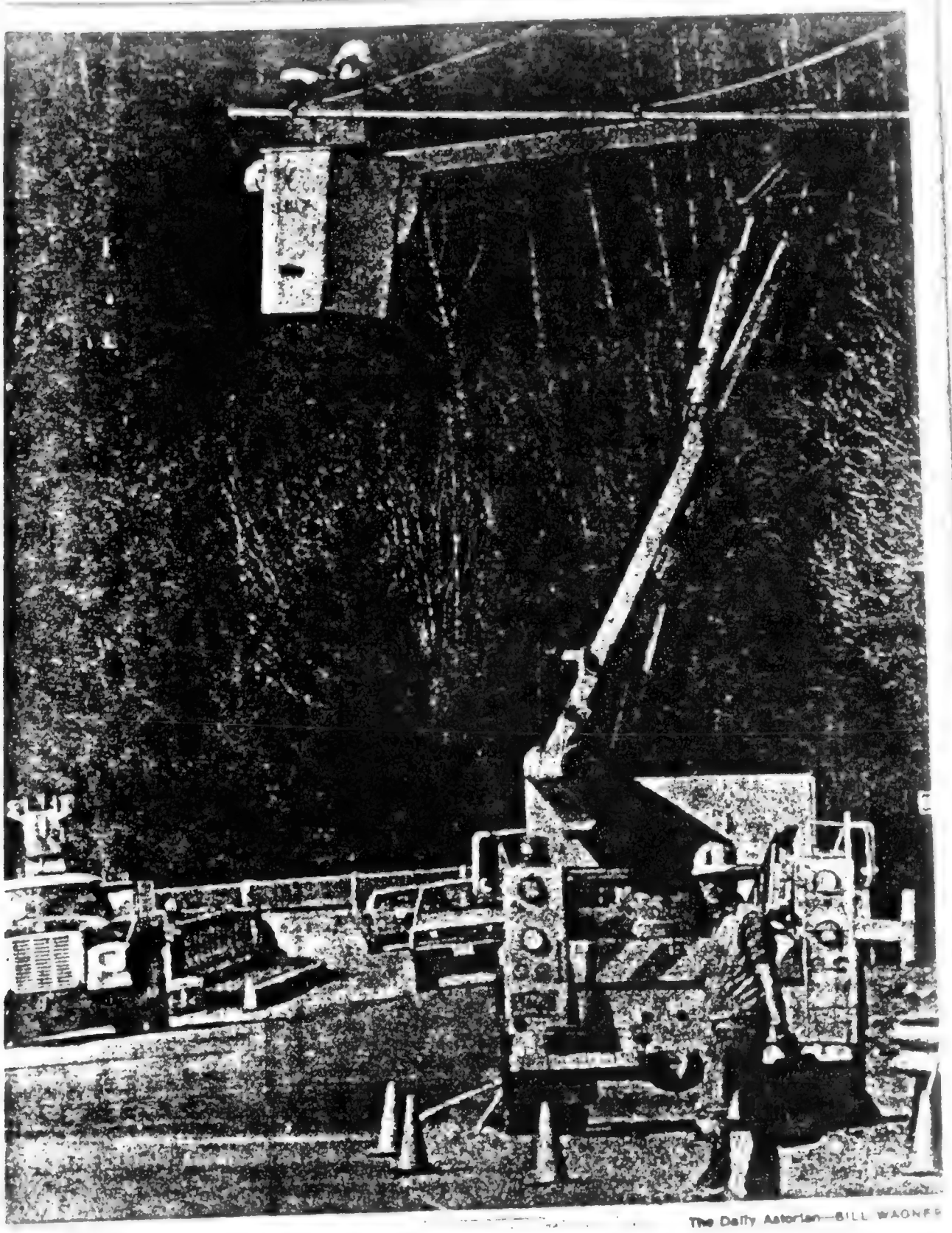
We know you are faced with problems beyond counting in our State, and we can see that you are working unceasingly to solve them. We wish for you success in your efforts in behalf of all of us.

The condition of the Sunset Highway is a small need among the many of our state, but it is a great Big need to Clatsop County. This Life Line of ours is in sad shape. The recent band-aid work at Dead Man's Curve and the Quarts Creek Bridge are only a part of the dangerous condition of a lot of the highway. It is a shame that someone has to be killed before anything is done. We hope a permanent over haul can be done. We personally are in favor of additional gas tax or whatever it takes to get enough money to do the job.

Best regards for your successful Term.

Respectfully
Gene & Lottie Roehm
Box 209
Seaside OR 97138

RECEIVED
DOT DIRECTOR
MAR 25 '83
REFER TO
Bill
FOR
Info | Immed | R/D | D/R | Sign | Act | File



The Daily Astorian—BILL WAGNER

Bridge gets warning signs

workers were busy
for temperature-
warning signs on approaches to the
Highway 26 Thursday
the road and
when the air
The

treacherous conditions.

The signs are expected to be
next week.

Installation of the signs is an out
campaign led by Seaside physician Dr.
Q'Donovan to make the Sunset
safer.

Military forces join battle on Highway 26

Sunset Highway

The Oregon Military Department is throwing its weight behind the drive to eliminate the dangerous conditions on Highway 26, in a section centered on the Quartz Creek Bridge, and the Highway Division, Department of Transportation, is applying for special funding to eliminate still another dangerous spot on the highway, known locally as "Dead Man's Curve."

During winter months it has been frequently necessary to cancel training sessions at Camp Rilea completely because of dangerous road conditions on Highway 26, over which most of the soldiers, reservists and National Guard troops must travel, Major General Richard A., Miller, Adjutant General of the Oregon Military Department, wrote in a letter to Dr. John O'Donovan of Seaside, unofficial leader in the Highway 26 improvement drive.

Brigadier General Richart McCarter, Post Commander at Camp Rilea, said that, "with the greatly increased use of Camp Rilea in the last several years, the probability of an accident involving our people rises accordingly. We feel something must be done in an immediate basis" about the dangerous conditions in the Quartz Creek Bridge section of the highway.

Assistant State Highway Engineer for operations W.E. Schwartz told Dr. O'Donovan in a recent letter that "with respect to the section of the highway known to us as 'Mott's Curve' and which you refer to as 'Dead Man's Curve,' we are making application to the Federal Highway Administration for special funding for a project to correct the unstable foundation condition. We are hopeful we will be able to design a project that will correct the problem with the funding that is available under this program."

That section of the highway traverses an area of weak and unstable supporting soils, Schwartz said, and it taxes the capability of the department to keep the highway in a safe condition for drivers.

Gen. McCarter said that "Oregon National Guard personnel at Camp Rilea are totally supportive of the campaign to make Highway 26 a safer road to travel."

"All of us are aware of the extremely dangerous driving conditions which exist, particularly the stretch of highway between Elderberry Inn and the summit, which includes the Quartz Creek Bridge," he added.

Obviously, Gen. McCarter said, the long-range solution must include rebuilding the whole section of the highway to provide a new and wider bridge on a straight axis rather than on a curve as at the present.

1983 travel year seen best in 10

1983 is going to be a banner year for travel on the Oreegon Coast, Oregon Coast Association executive director Gene Magee said at a meeting of the OCA directors in Gearhart last week.

"It looks like we're heading for one of the best travel years we've had for 10 years," Magee said.

Magee told of work being done by the organization, which he said is "like a coastal chamber of commerce," to keep pressure on the Oregon Highway Division to upgrade Highway 101, with the target now being a section north of Lincoln City.

"We have discovered that we're losing a lot of traffic (off Highway 101) north of Lincoln City," he said. "That section from Neskowin to the Little Nestucca River is the worst section of the highway. It's not in the (Highbway Departments) 6-year plan (for construction), but we've passed a resolution urging the Highway Department to put it back in the plan."

Magee said the coast association is working with the Travel Information Council to develop a marketing program for tourism development in addition to the advertising program the state agency is presently using and that work is being done to improve the highway logo-sign program, which he said is designed to inform travelers of off-highway businesses and recreational offerings.

"I'm very impressed with what's happening in Seaside," he said. "I'm sure you're going through some construction problems, but it's going to be an asset in the future."

bridge gets some help

By TONY MEYER
Of The Daily Astorian

Temperature-activated warning signs are being installed on the Quartz Creek Bridge to warn motorists of treacherous driving conditions during cold weather.

But the Seaside doctor who spearheaded the campaign to reduce road hazards on Highway 26 at the bridge says more needs to be done.

"It is a fine first step," said Dr. John O'Donovan, whose campaign to reduce road hazards on the bridge began several months ago.

"I think that is a really good start," O'Donovan said. "But there still are a lot of hazards and dangers that need to be corrected. We will keep plugging away."

The announcement that the state Highway Division was installing the signs came Wednesday from state Sen. Charles Hanlon, D-Mountaindale. "This is evidence that the government will respond to citizens' pleas, even in this bureaucratic age," Hanlon said.

Bill Geibel, district maintenance supervisor for the Highway Division in Portland, told The Daily Astorian that the signs should be operational next week.

The neon signs, he said, are activated when the air temperature drops below 35 degrees. Geibel said the signs have lighted letters 10 to 12 inches high that spell "Ice." The signs will be cantilevered over the road, he said.

Geibel said the signs aren't "a permanent installation." The real solution, he said, will come this summer when a new pavement overlay is ap-

page 4

Bridge

Continued from Page 1

plied to the road surface on the bridge.

The overlay will contain salt crystals for added traction. The salt crystals melt as the pavement wears, permeating the surface of the road and lowering the freezing temperature of the surface.

"It hopefully should be the solution to the problem," Geibel said. "The signs will stay up until we are convinced the pavement works."

O'Donovan, 57, still is receiving calls and letters of support from people who have had accidents or near misses on the bridge, which is about 26 miles southeast of Seaside.

"The people that have been writing and calling me still would like to see improvements made to another 12 miles of highway up there as well," he said. "The road is really a disaster up there."

One of the major improvements O'Donovan would like to see is stabilization of several slide areas on the road near the bridge.

O'Donovan began his campaign while recuperating from injuries sustained in an auto accident on the bridge in November. The accident

eliminate the dangerous conditions on Highway 26, in a section centered on the Quartz Creek Bridge, and the Highway Division, Department of Transportation, is applying for special funding to eliminate still "another

1983 travel year seen best in 10

1983 is going to be a banner year for travel on the Oreegon Coast, Oregon Coast Association executive director Gene Magee said at a meeting of the OCA directors in Gearhart last week.

"It looks like we're heading for one of the best travel years we've had for 10 years," Magee said.

Magee told of work being done by the organization, which he said is "like a coastal chamber of commerce," to keep pressure on the Oregon Highway Division to upgrade Highway 101, with the target now being a section north of Lincoln City.

"We have discovered that we're losing a lot of traffic (off Highway 101) north of Lincoln City," he said. "That section from Neskowin to the Little Nestucca River is the worst section of the highway. It's not in the (Highway Departments) 6-year plan (for construction), but we've passed a resolution urging the Highway Department to put it back in the plan."

Magee said the coast association is working with the Travel Information Council to develop a marketing program for tourism development in addition to the advertising program the state agency is presently using and that work is being done to improve the highway logo-sign program, which he said is designed to inform travelers of off-highway businesses and recreational offerings.

"I'm very impressed with what's happening in Seaside," he said. "I'm sure you're going through some construction problems, but it's going to be an asset in the future."

During winter months it has been frequently necessary to cancel training sessions at Camp Rilea completely because of dangerous road conditions on Highway 26, over which most of the soldiers, reservists and National Guard troops must travel, Major General Richard A. Miller, Adjutant General of the Oregon Military Department, wrote in a letter to Dr. John O'Donovan of Seaside, unofficial leader in the Highway 26 improvement drive.

Brigadier General Richart McCarter, Post Commander at Camp Rilea, said that, "with the greatly increased use of Camp Rilea in the last several years, the probability of an accident involving our people rises accordingly. We feel something must be done in an immediate basis" about the dangerous conditions in the Quartz Creek Bridge section of the highway.

Assistant State Highway Engineer for operations W.E. Schwartz told Dr. O'Donovan in a recent letter that "with respect to the section of the highway known to us as 'Mott's Curve' and which you refer to as 'Dead Man's Curve,' we are making application to the Federal Highway Administration for special funding for a project to correct the 'unstable' foundation condition. We are hopeful we will be able to design a project that will correct the problem with the funding that is available under this program."

That section of the highway traverses an area of weak and unstable supporting soils, Schwartz said, and it taxes the capability of the department to keep the highway in a safe condition for drivers.

Gen. McCarter said that "Oregon National Guard personnel at Camp Rilea are totally supportive of the campaign to make Highway 26 a safer road to travel."

"All of us are aware of the extremely dangerous driving conditions which exist, particularly the stretch of highway between Elderberry Inn and the summit, which includes the Quartz Creek Bridge," he added.

Obviously, Gen. McCarter said, the long-range solution must include rebuilding the whole section of the highway to provide a new and wider bridge on a straight axis rather than on a curve as at the present.

signs are being installed on the Quartz Creek Bridge to warn motorists of treacherous driving conditions during cold weather.

But the Seaside doctor who spearheaded the campaign to reduce road hazards on Highway 26 at the bridge says more needs to be done.

"It is a fine first step," said Dr. John O'Donovan, whose campaign to reduce road hazards on the bridge began several months ago.

"I think that is a really good start," O'Donovan said. "But there still are a lot of hazards and dangers that need to be corrected. We will keep plugging away."

The announcement that the state Highway Division was installing the signs came Wednesday from state Sen. Charles A. Hanlon, D-Mountaindale. "This is evidence that the government will respond to citizens' pleas, even in this bureaucratic age," Hanlon said.

Bill Geibel, district maintenance supervisor for the Highway Division in Portland, told The Daily Astorian that the signs should be operational next week.

The neon signs, he said, are activated when the air temperature drops below 35 degrees. Geibel said the signs have lighted letters 10 to 12 inches high that spell "Ice." The signs will be cantilevered over the road, he said.

Geibel said the signs aren't a permanent installation. The real solution, he said, will come this summer when a new pavement overlay is ap-

Bridge

Continued from Page 1

plied to the road surface on the bridge.

The overlay will contain salt crystals for added traction. The salt crystals melt as the pavement wears, permeating the surface of the road and lowering the freezing temperature of the surface.

"It hopefully should be the solution to the problem," Geibel said. "The signs will stay up until we are convinced the pavement works."

O'Donovan, 57, still is receiving calls and letters of support from people who have had accidents or near misses on the bridge, which is about 26 miles southeast of Seaside.

"The people that have been writing and calling me still would like to see improvements made to another 12 miles of highway up there as well," he said. "The road is really a disaster up there."

One of the major improvements O'Donovan would like to see is stabilization of several slide areas on the road near the bridge.

O'Donovan began his campaign while recuperating from injuries sustained in an auto accident on the bridge in November. The accident resulted in the death of a 22-year-old Forest Grove man.

O'Donovan, who said he "came awfully close to dying" from injuries sustained in the accident, said he began the campaign after he was "overwhelmed by the number of people concerned for my welfare."

9618

VICTOR ATIYEH
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

Region I

9002 SE. McLOUGHLIN, MILWAUKIE, OREGON 97222 PHONE 653-3090

April 5, 1983

In Reply Refer To
File No.

copy #9862

Gene & Lottie Roehn
Box 269
Seaside, OR 97138

I have your letter of March 25 concerning the condition of the Sunset Highway.

The Highway Division is aware of the condition of the Sunset Highway. The highway is old and in need of upgrading. We are particularly plagued with the continuing sunken grades.

As you are aware, we have completed the initial work on the Quartz Creek Bridge by installing an ice detector system. Later this summer the deck will be resurfaced with a new type of material to help with the icing problems. There is a contract now underway for widening and climbing lanes in two different areas. We are now evaluating several severe slide areas and plan for their corrections.

The Highway Division will continue to evaluate and upgrade this highway as financing allows.

Thank you for your interest in highway safety.

ORIGINAL SIGNED BY
M. W. STOVALL

M. W. STOVALL
Region Maintenance Engineer

cc: W. E. Schwartz

RECEIVED
STATE HWY ENGR
APR 6 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

NOTED
W. E. SCHWARTZ

734-1850

RECEIVED
STATE HW NGR
MAR 24 '83
REFER TO
E. Hardt
FOR
Info | Inves | R/D | D/R | Sign | Act | File
✓

3-29-83

State Highway Department
Salem, Oregon
Gentleman or Ladies:

Thank you for the work you have done on Dead Man's Curve and the Quarts Creek Bridge. It is too bad that some one has to be killed before anything is done. In the past- ever since the Sunset Highway has been opened that has been the history. We hope that someday there will be enough money available to do a real job on the whole road as there are a lot of dangerous areas still there. One big fault with the Bridge is the Blind curves at each end coupled with the Bridge itself. We hope you will have them marked with warning signs.

We appreciate your problem and hope that the legislature can come up with a source for more money. We are writing to our legislators in your behalf. When you get a few extra bucks remember Dr. O'Donovan

Sincerely
Gene + Lottie Roehm
Box 269
Seaside OR 97138

March 29, 1983

John E. O'Donovan, MD, PC
580 Avenue U
Seaside, OR 97138

I certainly share your concerns for the safety of those who must drive Highway 26 at the Quartz Creek Bridge. This has been a very hazardous area, the site, unfortunately, of many accidents over the years. I'm deeply concerned about the Lerbacks' accident, and it is a relief to learn they were not seriously injured.

Thanks in part to your efforts to draw attention to the hazards, actions are being taken to make the Quartz Creek Bridge more safe for motorists. Since the February meeting of the Oregon Transportation Commission, the Highway Division has installed drainage pipe east of the bridge to keep water off the highway, where it often freezes.

A temperature-sensitive sign to warn motorists of unsafe conditions has also been installed. It will automatically flash its warning when temperatures drop to the point of freezing. It should be operating very soon, with the aid of a generator. I hope even more can be done to improve the safety conditions of the bridge this summer, funds permitting.

Your untiring work to call attention to this problem is greatly appreciated. I know you share my hope that the hazard is now, or will be soon, significantly reduced.

Sincerely,

Victor Atiyeh
Governor

VA:bb

bc: Highway Division

RECEIVED
STATE HWY ENGR
APR 6 '83
REFER TO
George
FOR
Info | Invest | R/D | D/R | Sign | Act | File
X

3/1
2h

JOHN E. O'DONOVAN M.D.P.C.

PHYSICIANS and SURGEONS

580 Avenue U
Seaside, Oregon
738-5571

RECEIVED
STATE HWY ENGR
MAR 11 '83
REFER TO
George
FOR
Info | Invest | R/D X | D/R | Sign | Act | File

03119

Family Practice
General Surgery

Please prepare a response for the Governor's signature by 3-18
Thank you.

February 28, 1983

PLEASE RETURN ORIGINAL LETTER

Governor Atiyeh

The Honorable Governor
Victor Atiyeh
254 State Capital Building
Salem, OR 97310

Dear Governor Atiyeh:

I followed you on the agenda at the February 14, 1983 Transportation Commission Hearings in Salem. I notice that you have just reappointed Mr. Ray Lerback to the Lewis and Clark Commission. You wonder what the connection is? Please refer to the attached letter to Senator Packwood. He recently designated Mr. and Mrs. Lerback as outstanding senior citizens of Oregon.

The Lerbacks and I have many bonds and common interests. The one I am writing to you about has to do with highway 26 and the Quartz Creek bridge. The Lerbacks had their second accident on the bridge on February 21, 1983. Their large heavy automobile was totalled and they were lucky to survive.

The clipping from the Oregonian relates a few of my comments about Quartz Creek bridge but goes into no detail about the hazards of highway 26. Talk to any long term resident of Clatsop County. He will tell you that the section of highway we are talking about is the most neglected section of road in Oregon. There are hundreds of accidents which have occurred during my twenty-one years of practice here that are not included in any statistics. A good example of this is the Lerback's accident. There was no record of the accident three days post accident, when I checked with the State Police.

I have had hundreds of communications from the citizens of Clatsop County and was speaking as their representative at Transportation Commission Hearings.

RECEIVED
MAR 14 1983
TRAFFIC ENGINEERING

Noted
L. E. GEORGE

JOHN E. O'DONOVAN M.D.P.C.

PHYSICIANS and SURGEONS

Family Practice
General Surgery

580 Avenue U
Seaside, Oregon
738-5571

February 28,1983

PAGE 2

I will send a few representative letters and clippings to you. This stretch of highway deserves top priority. People have been complaining of the dangers for at least thirty-five years.

Please contact me if you need any information. We would be honored if you would join with us. Many, many people travel this road in each direction. Many others shy away from it because of their fear.

Sincerely,

John E. O'Donovan MD

John E. O'Donovan, M.D.,P.C.

JOHN E. O'DONOVAN M.D.P.C.

PHYSICIANS and SURGEONS

Family Practice
General Surgery

580 Avenue U
Seaside, Oregon
738-5571

February 24, 1983

Senator Mark Hatfield
475 Cottage St. NE
Salem, OR 97301

Dear Senator Hatfield:

I am enclosing a few copies of recent newspaper articles. They should be self explanatory. I am sure you are aware of the deplorable condition of Highway 26. I was told that you became involved in the problem some years back when two Marylhurst nuns were killed. You are given credit for installing the "slow driver pull out areas". These have become part of the problem.

This area of highway has never been given top priority. It's turn has arrived. I have been practicing medicine on the coast for over twenty years. There is no more dangerous, more hazardous, or more neglected area in our state. There are hundreds of accidents which have not been reported or included in the official statistics. Even when we do not count the unreported accidents, this area "is the worst highway in Oregon". This information has been given to me by government officials and knowledgeable citizens.

We eagerly look forward to your help in focusing highway funds on this disreputable stretch of road. If you require any further information, please contact me.

Sincerely yours,

John E. O'Donovan MD

John E. O'Donovan, M.D.,P.C.

JOD/HLC

JOHN E. O'DONOVAN M.D.P.C.

PHYSICIANS and SURGEONS

Family Practice
General Surgery

580 Avenue U
Seaside, Oregon
738-5571

February 23, 1983

Senator Packwood
1002 NE Holladay
Portland, OR 97210

Dear Senator Packwood:

Yesterday, a representative of your office awarded your "Outstanding Senior Citizen award" to Mrs. and Mrs. Ray Lerback of Seaside, at the Chamber of Commerce luncheon. You could not have selected a more deserving couple.

The reason that I mention it is, Mr. and Mrs. Lerback and I are allied in an undertaking about which you should be interested and regarding which I am writing to elicit your support.

I feel that the enclosed clippings are self explanatory. Highway 26 between Elsie Oregon and milepost 32 are in scandalous condition. There is a 2.5 mile stretch surrounding the Quartz Creek bridge where dozens of people have died in the twenty years I have practiced here.

Approximately one week prior to the presentation mentioned above, Mr. and Mrs. Lerback were involved in their second accident on the bridge. Their automobile was totalled and Mrs. Lerback sustained some painful injuries.

We would like to request your support for a close scrutiny of this highway. It is our turn for top priority as the 400 plus comminications I have had from the citizens and others will attest.

Hopefully,

John E. O'Donovan HLC

John E. O'Donovan, M. D.

JOD/HLC

ry 16, 1983 Section **B**

Editorial, Forum, Comics

Icy bridge fix slated this year

By STAN FEDERMAN
of The Oregonian staff

Because of a determined campaign by a survivor of the infamous Quartz Creek Bridge on the Sunset Highway (U.S. 26), state highway engineers are developing a three-pronged safety program to make the structure less hazardous for motorists.

Located about two miles east of Elderberry Inn, the structure is often called the "Death Bridge" by worried Clatsop County residents.

It has been the scene of numerous accidents in recent years. A state Highway Division report noted 16 bridge accidents in the past six years in which there were 15 serious injuries and one death.

Area natives believe, however, the accident rate is much higher because many bridge mishaps go unreported.

The fatality occurred last November when a Forest Grove man died after he lost control of his car on the ice-slickened bridge and hit another car head-on.

Survivor fights back

The driver of the other vehicle was Dr. John O'Donovan, a longtime Seaside physician who suffered major injuries himself in the accident.

When he recovered, O'Donovan began a campaign to have the state take corrective measures to make sure the bridge did not take any more lives.

In less than three months, he has won wide support from area residents, the mayors of Cannon Beach, Seaside and Gearhardt, and such agencies as the Oregon National Guard and Seaside Chamber of Commerce.

Earlier this week, O'Donovan appeared before the Oregon Transportation Commission to plead anew for safety measures on the bridge.

He pointed out to commissioners that the bridge is dang s because it is extremely narrow an ocated at the foot of a long down-grade. The grade is curved, he said, so that traffic going downhill tends to slide into the path of uphill traffic when there is ice on the bridge.

And ice is a factor on the bridge much of the year, O'Donovan said, because the bridge surface is always colder than surrounding areas.

"Often, the bridge can be covered with ice while the surrounding road is clear," he said.

This strange hazard, he said, is caused by a creek which flows down the side of a hillside by the bridge. Water from the creek often spills out on to the bridge because there is no culvert protection, O'Donovan said.

"Ice on the bridge is sometimes several inches thick," he said.

Another problem, O'Donovan said, is that the bridge lies in a natural fog bank. During many months, it is shrouded by fog and motorists cannot see the ice on its surface, he said.

Motorists drive on to the bridge at unsafe speeds, O'Donovan said, and cars immediately begin to skid.

"There have been so many cars that have skidded against the sides of the bridge, it looks like some kind of shell-marked war scene," O'Donovan said.

Scott Coulter, Highway Division administrator, told O'Donovan the state is seeking federal funds to completely overlay the bridge surface with an experimental material that will inhibit the formation of ice.

But because the material cannot be applied until summer, Coulter said, the division is proceeding with the installation of a temperature-actuated warning sign that will alert motorists when climate conditions exist which tend to cause ice formations on the bridge.

"We hope to have this sign installed soon to provide an added measure of safety this winter," Coulter said.

The highway chief also said the division is investigating a better drainage system for the spring water and surface water in the immediate bridge area that might be causing the ice problems.

O'Donovan feels such water is the major problem connected with the bridge.

There's more:
Metro/Northwest news on Page D7.

Accident victims

I became what is usually called a victim of a violent and tragic motor vehicle accident on the Quartz Creek Bridge on Nov. 20.

This bridge is on Highway 26, about 26 miles east of Seaside. It is in the approximate center of a 2.5 mile stretch of the most notorious and accident-prone highway in Oregon.

I am requesting help from your readers. I would appreciate any of those who have been involved directly or indirectly in an accident in this area to contact me at 580 Avenue U, Seaside.

I would like to hear of any near misses, particularly those related to sliding on the ice or those caused by road slides.

We are trying to do something which should result in the saving of lives, and the prevention of suffering in the future.

JOHN E. O'DONOVAN,
M.D.P.C.
580 Avenue U.
Seaside

Every Mayor, every city council, Every city manager, every Chamber of commerce, every official leader ek ek -. many — privat citizens a larger sample was given to Transportation Commission.

Resulted in somewhere between 400-500 communications to me — JEO'Donovan

SEASIDE Signal

Vol. 78 No. 5 Seaside, Oregon February 3, 1983 3 Sections, 24 Pages, 25 Cents

North Coast rallies for 'Blood Alley' cleanup

Since Seaside physician Dr. John O'Donovan started a drive aimed at getting something done about perennially-dangerous driving conditions along a mile section of Highway 26, centered by the treacherous Quartz Creek Bridge, support has rolled in, including every city council from North Coast communities, scores of individuals and organizations.

[illegible] has unanimous motion, has urged the Department of Transportation to, "take the appropriate action necessary to reduce the danger to lives and vehicles traveling Highway 26 on and adjacent to the Quartz Creek Bridge."

Hugh McKenna, chairman of the Seaside General Hospital Board of Directors, is contacting all emergency personnel in the area who have answered calls for aid at accident scenes, Dr. O'Donovan said, and information from those contacts will be included in his packet.

Actually, he said, it is developing to where it isn't a matter of getting more information, more reports of accidents and suggested remedies, he's now trying to winnow through the mass of material on hand to develop a presentation for the Highway Commission. If he took all the material he has, there wouldn't be time for anything else on the agenda at the Feb. 14 meeting.

...ven the Highway Division has agreed that there's a problem, as Metro Region Engineer Edward L. Hardt told Seaside City Manager Larry Lehman in a letter after the city council expressed concern about the highway. Hardt said that, "some federal funding is available and we are currently developing projects that will, hopefully, reduce the accidents" at the bridge and Deadman's Curve, the site where former Seaside councilman John Tuhy III died in the crash of his car.

Dr. O'Donovan said installation of flashing lights, changes in the surface of the bridge, warning signs, etc., are stopgap measures, not the final answer. And that's the message he'll be taking to Salem Monday, Feb. 14, when he has a date to testify before the Oregon Transportation Commission.

"There's at least six or seven big things wrong," with that section of Highway 26, he said, including underground water and springs, design errors, etc.

"The people around here know about the problems," he said. "They tell me they brought it up 35 years ago and nothing has been done." Now he says he's going to make sure the people in Salem know about the problem, too.

Dr. O'Donovan will have a bulging sack of letters and documents when he heads for Salem, he says, ranging from correspondence from Congressman Les AuCoin's office, individuals and groups, all pledging support and asking that corrective action be taken on the "Blood Alley" of Highway 26.

Officers from the Oregon National Guard have said they will contact Governor Vic Atiyeh about the problem, Dr. O'Donovan said, and personnel from the media in the metropolitan area, including the Oregonian, have been talking to him.

The Seaside Service Club Council, which includes 12 civic and service organizations, backed the safety drive in a letter signed by Pastor Rudy Johnson, president.

"...we strongly urge you to do something that will make the Quartz Creek Bridge and Deadman's Curve, in fact the whole of Highway 26 from the Tillamook Junction to Seaside, a safer highway," the letter stated. "Many of us have lost a friend through death, or suffered with a friend because of injuries (received) in accidents on Highway 26."

The Gearhart City Council, by

Department of Transportation

HIGHWAY DIVISION

Region 1

9002 SE. McLOUGHLIN BLVD., MILWAUKIE, OREGON 97222 PHONE 653-3090

December 27, 1982

In Reply Refer to
File No

Mrs. John A. Miller
2087 Fernwood Street
Seaside, OR 97138

Subject: Traffic Hazard
Sunset Highway @ Quartz Creek Bridge
U.S. 26, Highway No. 47

The Highway Division has reviewed the accident conditions at the subject location. We too are concerned about the number of accidents occurring and are proceeding to install some advance warning signs. These will be installed in the very near future. We will also proceed with a more detailed investigation to see if additional signing or other type improvements may be in order.

Thank you for letting us know your concern about safety hazards on the state highway system.

RONALD W. FAILMEZGER, P.E.
Traffic Operations Supervisor

hw

cc: Mike Stovall

This letter is the response to a letter from mrs miller - a patient requesting information. There were no warning signs prior to my accident on Nov. 20th - I have numerous recommendations re signs in the area.

J O'Donovan MD

NOTED
H. S. COULTER

March 14, 1983

MAI

Dr. John E. O'Donovan
580 Avenue U
Seaside, OR 97138

copy #9862

With respect to the section of highway known to us as "Mott's curve" and which you refer to as "dead man's curve" we are presently making an application to the Federal Highway Administration for special funding for a project to correct the unstable foundation condition. We are hopeful that we will be able to design a project that will correct the problem within the funding that is available under this program.

This section of the Sunset Highway, as is common for the highways crossing the Coast Range, traverses an area of weak and unstable supporting soils. This taxes our capability to keep these highways in the best condition for drivers, but you can rest assured that we will do everything we can to keep them as safe as possible.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

ELH:cp st

bc H. S. Coulter
E. L. Hardt

STATE OF OREGON

INTEROFFICE MEMO

TO: W. E. SCHWARTZ
Ass't. State Highway Engineer

DATE: March 9, 1983

FROM: EDWARD L. HARDT
Metro Region Engineer

SUBJECT: Draft Response to
Dr. John E. O'Donovan

You asked for a draft response to a letter dated February 24 from Dr. O'Donovan regarding highway conditions on the Sunset Highway, which is attached. We are presently processing a Title II safety request to do a corrective project at "Mott's curve" which is commonly known as "Dead mans curve". This is one of many sections on the Sunset Highway where the embankment holding up the roadway is somewhat unstable and we are hoping that we can find a solution to this problem at Mott's curve within the funding capabilities of the Title II program.

b

cc: Bill Geibel w/attachments

O.K. - WGS

RECEIVED
STATE HWY ENGR
MAR 11 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

81-125-1387

Contains Recycled Materials

JOHN E. O'DONOVAN, M.D.P.C.

PHYSICIANS and SURGEONS

Family Practice
General Surgery

580 Avenue U
Seaside, Oregon
738-5571

RECEIVED
STATE HWY ENGR
MAR 3 '83
REFER TO
E. Hardt
FOR
Info | Invest | R/D ✓ | Dir | Sign | Act | File

February 24, 1983

Mr. Scott Coulter
Highway Division Administrator
222 SW Morrison
Portland, OR 97210

Dear Mr. Coulter:

I appreciated the opportunity to appear before the Transportation Commission. We all appreciate the rapidity with which your drains, etc. were installed. This was drawn to my attention by some experienced highway builders. They were complimentary in the comments.

A number of other suggestions were forwarded to me e.g., "cut the sidewalks way back to allow for some type of divider down the center", "arrange to have an insulation layer to trap air under the surface.. this could be suspended under the bridge surface, etc., etc." I've received many suggestions.

The article in the Oregonian focused on the bridge area and your efforts are appreciated. Dead man's curve and the intervening highway also needs special attention as do the areas around the Quartz creek bridge that are constantly slipping.

I do not mean to be presumptuous. I am very grateful for what is proposed and what you are doing. Now that the focus is on this area, we all feel we should follow through. Citizens have been complaining of the water problems for at least 35 years. We really deserve top priority.

My gratitude to you,

John E. O'Donovan, M.D., P.C.

JOD/HLC

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: March 4, 1983

In Reply Refer to File No.: TRA 7

TO: Oregon Transportation Commission

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Status Report
Quartz Creek Bridge
Sunset Highway No. 47
M.P. 24.15
HES-27-1(10)

The Federal Highway Administration has given telephone approval for funding temperature activated warning signs. The signs should be operational by the middle of this month.

Perforated drain pipes were installed to control water seeping from the roadway about 600 feet from the structure. The experimental overlay to reduce surface ice will be placed this summer. The warning signs will remain in place while performance of the overlay is evaluated.

These features should have a positive effect on the safety performance of this portion of the Sunset Highway in Clatsop County.

DRW:ds st

bc Fred D. Miller
R. W. Gormsen
W. E. Schwartz
E. S. Hunter
Robert N. Bothman
L. E. George
C. O. Fredrickson
J. H. Versteeg
George Bell

Form 734-3122

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

1608. 47

SEE INSTRUCTIONS ON REVERSE

KEY ID #	
SECTION	Quartz Creek Bridge (#2164)
REGION	1
STATE HIGHWAY #	47
HIGHWAY NAME	Sunset
MILE POST	FROM 24.15 TO 24.31
LENGTH	835 feet
☐ URBAN ☒ RURAL	
CITY	--
COUNTY	Clatsop
ROAD/STREET NAME	
ROUTE #	
FEDERAL AID #	
APPLICANT (IF OTHER THAN STATE)	

COST ESTIMATES (000's)			PROJECT DATA			RIGHT OF WAY		
PRELIMINARY ENGINEERING		$ 5.0	GRADING	(✓)		FILES	(#)	
RIGHT OF WAY		$	PAVING	(✓)	X	ACRES	(#)	
ROADWAY	$ 80.0		STRUCTURES	(✓)		RELOCATIONS	(#)	
STRUCTURES	$		SIGNING	(✓)	X	WORK BY STATE/CONSULTANT/APPLICANT		
SIGNALS	$		SIGNALS	(✓)		PRELIMINARY ENGINEERING	(S,C,A)	S
ILLUMINATION	$		ILLUMINATION	(✓)		CONSTRUCTION ENGINEERING	(S,C,A)	S
TEMPORARY PROTECTION	$ 1.0					RIGHT OF WAY DESCRIPTIONS	(S,C,A)	
Interim PTR signs	$ 10.0		ENVIRONMENTAL CLASS	(1,2,3)	2	RIGHT OF WAY ACQUISITIONS	(S,C,A)	
40% ENGINEERING & CONTINGENCIES	$ 34.0		DESIGN CATEGORY	(1-7)	6	CONSTRUCTION BY		
TOTAL CONSTRUCTION		$ 125.	WORK TYPE	(1-12)	4/5	☒ CONTRACT ☒ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE		☐ OTHER
TOTAL ESTIMATE		$ 130.						

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR)	RECOMMENDED FUNDING SOURCE	RECOMMENDED PROGRAM YEAR
	3/83	HES	1983

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $	
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $	

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	1	1
SIGNALS (#)	0	0
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	3,850	-
YEAR OF AVERAGE DAILY TRAFFIC	1981	-

DEFINE THE PROBLEM

Icy conditions cause skidding accidents on bridge.

1 Versteeg ✓
2 Anderson
Adams A
Macnab
3 Stoudenmeyer DNS
Terpin
Trout T
Wakeelig

RECEIVED
MAR 30 1983
ROAD DESIGN SECTION

Watson KG

Do Not File ☐
Return To
Bring Up
Action

PROPOSED SOLUTION

Install skid resistant overlay and thermostatically controlled PTR (ICE) signs.
Const. asphalt ramps to sidewalks suitable fo bicycle use.(if none exist)

REQUESTED, REGION ENGINEER	DATE
X	
APPROVED, ASST. HWY. ENG. FOR OPERATIONS	DATE
X	
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION	DATE
X	

TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Sunset Highway @ Quartz Creek Bridge

REGION
1

PROJECT JUSTIFICATION

Icy conditions on bridge contribute to skidding accidents.

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS

PART 2 PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AI SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: Sunset Highway @ Quartz Creek Bridge

REGION: 1

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	S	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	S
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	N	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N
VICINITY MAP	N	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	N	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N			SIGNALS	N	OLD (#)	NEW (#)
						UTILITIES		(LIST BELOW)	

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)

COMPANIES

RIGHT-OF-WAY LIAISON		EASEMENTS (#)		ACCESS CONTROL (Y/N)		DESIGN SPEED	DESIGN STANDARDS

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
	4						13	x	13						4	
PROPOSED																

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

STRUCTURE DATA

IDTH (FT.)	COST

There will be some design effort by the Bridge Design Section to cover the adjustments in the expansion joints in the structure.

The Quartz Creek Bridge does not have a protective membrane system on the deck. We will need to review the impact of the deicing treatment proposed for the overlay as far as its impact on the existing concrete.

APPROVED

/s/ Frank E. Rogers

Location Engineer

Date 3-2-83

734-1912 (7-82)

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION

Sunset Highway @ Quartz Creek Bridge

REGION

1

ESTIMATED RIGHT-OF-WAY IMPACTS

None

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

None

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

Anti-icing surface should reduce accidents.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

None

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X		

734-1913 (7-82)

PROJECT PROSPECTUS
PART 4 - SURVEY AUTHORITY

Clatsop County

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION
Sunset Highway @ Quartz Creek Bridge

REGION
1

Sunset Highway #47
SURVEY AUTHORITY

AUTHORIZATION NO. 1

PREFIX 4-1958

DATE 2-23-83

ITEM		ESTIMATED COST	CURRENT AUTHORIZATION	ITEM		ESTIMATED COST	CURRENT AUTHORIZATION	ITEM		ESTIMATED COST	CURRENT AUTHORIZATION
901	PROJECT MANAGER	$	$ 3,000	915	AUDITS	$	$	933	SURFACE DESIGN	$	$
902	CITIZEN'S INVOLVEMENT			916	PHOTO-GRAMMETRY			934	GEOLOGY		
903	LOCAL GOVERNMENT			918	LOCATION			935	SOILS		
904	CONSULTANT			919	ENGINEERING GRAPHICS			936	REGION TRAFFIC		200
905	FINAL DESIGN		1,000	920	PROGRAM MANAGEMENT		200	937	HYDRAULICS		
906	BRIDGE DESIGN		1,200	921	SPECIFICA-TIONS		2,500	938	REGION ENVIRONMENT		
907	PRELIMINARY DESIGN			922	ADMIN. SERVICES		100	949	URBAN STUDIES		
909	RIGHT-OF-WAY DESCRIPTION			923	ENVIRONMENTAL SECTION		200	950	TRAINING		
910	REGION GEOLOGIST		200	924	D.O.T.			955	R/W RELOC. ASSISTANCE		
911	TRAFFIC SECTION		200	925	AIR MONITORING			960	PERSONAL LEAVE		
912	LANDSCAPE			926	FOUNDATION			980	PUBLIC HEARING		
913	RIGHT-OF-WAY LIAISON	---		927	FREE BRIDGE DESIGN						
914	REGION UTIL-ITY LIAISON			932	RAILROAD & UTILITIES		200				
									TOTALS	$ 9,000	$ 9,000
									PREVIOUS AUTHORIZATION		$
									ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

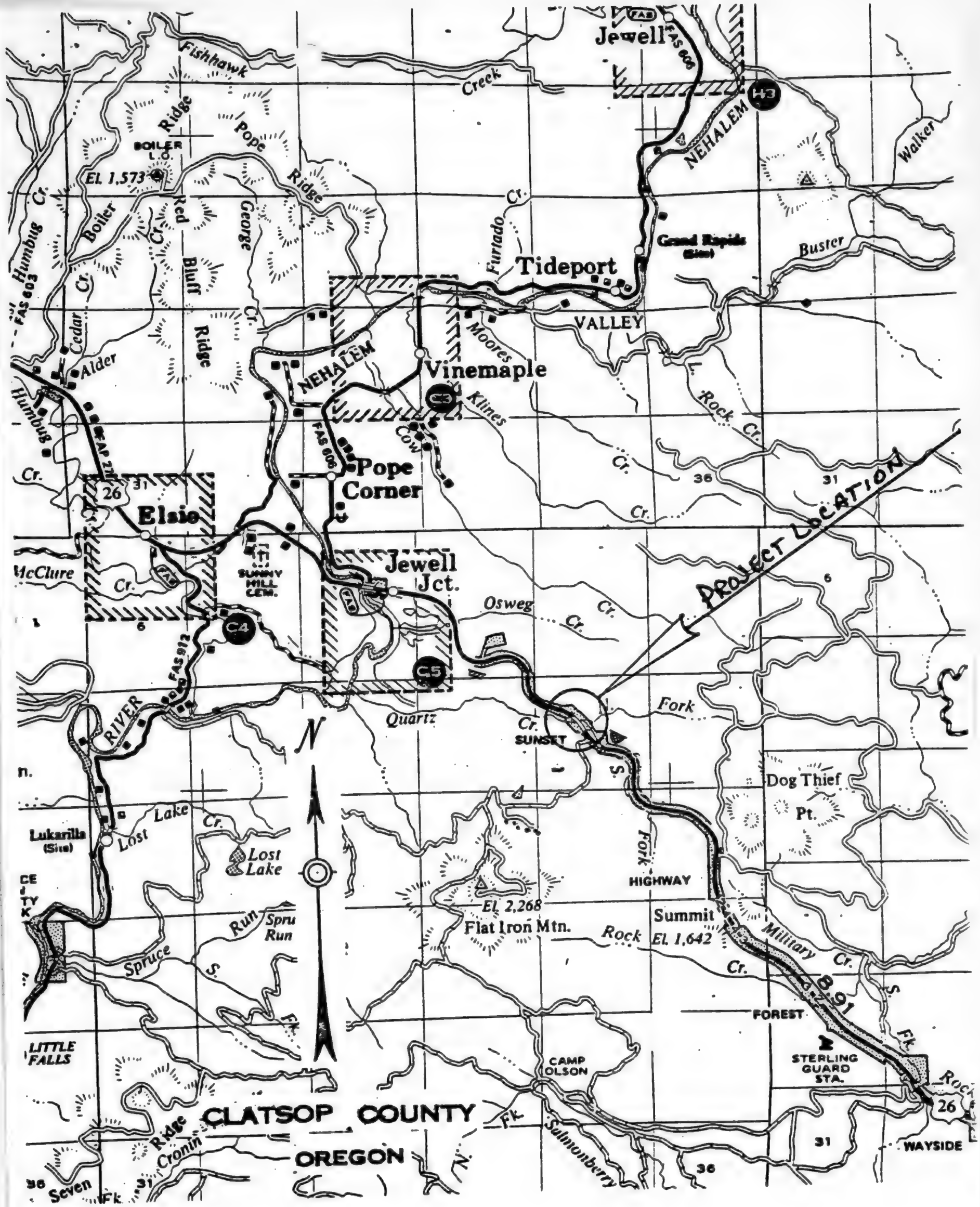
FEDERAL AID PROJECT NUMBER
HES-27-1(10)

LOCATION ENGINEER'S REMARKS

Approved by Hwy Engr 2-10-83 130,000 HES

PREPARED BY: P. Llewellyn	DATE: 2-23-83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS: X	DATE: 3/4/83
RECOMMENDED, REGION ENGINEER: X	DATE:	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES: X	DATE: 3-3-83
RECOMMENDED, LOCATION ENGINEER: X	DATE: 3-2-83	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE: 3-2-83	

734-1914 (7-82)


Jewell
FAS 606
Fishhawk
Creek
Ridge
Pope
Ridge
BOILER L.O.
EL 1,573
Humbug Cr.
Boiler Cr.
Red Bluff Cr.
George Cr.
Cedar Cr.
FAS 603
Alder
Humbug
Ridge
NEHALEM
Furlado Cr.
Tideport
Grand Rapids (Elev.)
Buster
Walker
VALLEY
Moores
Vinemaple
Klines
Cow
Rock Cr.
FAS 606
Pope Corner
FAP 271
26
31
36
Elsie
McClure Cr.
SUNNY HILL CEM.
Jewell Jct.
Osweg Cr.
PROJECT LOCATION
C4
C5
FAS 912
RIVER
Quartz Cr.
SUNSET
Fork
S.
Dog Thief Pt.
Lukarilla (Site)
Lake Cr.
Lost Lake
Lost Lake
Spruce Run
Spruce
S. Fk.
HIGHWAY
Fork
El. 2,268
Flat Iron Mtn.
Summit
El. 1,642
Rock Cr.
Military Cr.
B-91
FOREST
STERLING GUARD STA.
CAMP OLSON
LITTLE FALLS
CLATSOP COUNTY
OREGON
Ridge
Cronin
Seven
Fk.
Sullivan
Fk.
Sullivanberry
WAYSIDE
N

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: HES-27-1(10)

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 30062

2A. COUNTY NAME: Clatsop

6. TO:

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAR 7 '83
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

7. DATE AUTHORIZATION EFFECTIVE: 3-2-83

8. FEDERAL ROUTE NUMBER: Primary 27

9. STATE ROUTE NUMBER: Primary 47

10. GENERAL LOCATION:

Sunset Highway at Quartz Bridge Section

Ong 3/9

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering and furnish and install thermostatically controlled PTR signs (ICE) as first phase of work

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION TEC $9,000, F.F $8,100
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION -- ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Swan's letter of 2-17-83, you are authorized under time saving procedures enumerated in FHPM 8-2-3 to proceed with the necessary work estimated to be $10,000, Federal funds $9,000.

PS&E documents for the first phase of work as represented by SFO #1, have been reviewed together with attachments and are hereby approved.

Preliminary engineering charges for work necessary to prepare final plans for bridge overlay on this project are eligible even though PS&E approval has been granted for temporary phase of work.

It should be noted that the work plan and FHWA form 1461 for the experimental item "verglimet" should be submitted prior to or with request for PS&E approval.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
3-2-83	R. K. Hoosmer	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

GENERAL FILES

February 22, 1983

John E. O'Donovan, M.D., P.C.
580 Avenue U
Seaside, OR 97138

I want to thank you for your efforts and concerns for safety regarding the Quartz Creek Bridge on Highway 26. The many letters and other documents you enclosed are most helpful in supplementing official records.

Partly as a result of your endeavors to call more attention to this potentially hazardous section of Highway 26, I am advised the Highway Division is prepared to move on a two-part project.

Neon signs advising motorists of "ICE" on the bridge will be installed and remain in place until a special pavement can be laid down which reduces ice formation. The signs will be activated by temperature sensors, so that when conditions for icing exist, the warnings will be automatically displayed.

The Highway Division informs me that the paving should be completed this summer. We are all hopeful that this will significantly reduce the hazard.

Again, thank you for providing the information, and for your work to call more attention to safety on Oregon's highways.

Sincerely,

Victor Atiyeh
Governor

VA:bb

bc: Fred Miller
Scott Coulter

RECEIVED
STATE HWY ENGR
MAR 3 '83
REFER TO George
FOR
Info | Inves | R/D | D/R | Sign | Act | File

CJ 3/3

Horst 3/7

Campaign seeks safer Highway 26

Dr. John O'Donovan

By TONY MEYER
Of The Daily Astorian

SEASIDE — Dr. John O'Donovan wants to "just keep bugging somebody" until something is done to reduce road hazards on Highway 26 at the Quartz Creek Bridge.

O'Donovan, a 57-year-old Seaside physician, is campaigning to get the state Highway Division to do a better job of warning motorists about the treacherous stretch of road.

O'Donovan began the campaign about a month ago, while recuperating from injuries sustained in an accident on the bridge in November. The accident resulted in the death of William Blair, a 22-year-old Forest Grove man.

Traveling alone in his pickup about 7:20 a.m. Nov. 20, O'Donovan was eastbound when his vehicle was struck on the bridge by Blair's car. Oregon State Police said Blair's car slid on snow and crossed into the eastbound traffic lane.

"I came awfully close to dying," O'Donovan said, adding that he spent 10 days in the hospital as a result of his injuries. "I'm still healing," O'Donovan said.

"I WAS OVERWHELMED by the number of people concerned for my welfare, and thought maybe those people would be interested in getting something done about it (the bridge)," he said.

O'Donovan, a Seaside resident for 21 years, said eight people became quadriplegics during one two-year period as the result of injuries sustained in accidents on the 2.5-mile stretch of road that includes the bridge. Since October 1979, eight accident-related deaths in the same area have been recorded, O'Donovan said.

"When you add up all those deaths and injuries, it's time to do something," he said.

O'Donovan is asking people who have had accidents or near misses on the bridge, which is about 25 miles east of Seaside, to write him at 580 Ave. U, Seaside, and provide details of what happened.

Already, about 100 people have contacted O'Donovan with information about their experiences on the bridge. "Every letter says the same thing," O'Donovan said. "That is the worst part of the highway in the state."

O'Donovan has contacted state Sen. Charles Hanlon D-Mc[illegible] as well as [illegible] to look into the matter of what [illegible] about the bridge.

The Seaside and Gearhart city councils have drafted letters to the Highway Division urging that steps be taken to reduce hazards on the stretch of road.

The Quartz Creek Bridge spans a chasm through which the river flows, and is exposed to the wind, which can quickly freeze any moisture on the surface of the structure. "The bridge is on a curve," O'Donovan said. "Cars that start to slide can't see what's coming around the curve."

ONE METHOD OF reducing driving hazards on the bridge would be to install signs with temperature-activated warning lights that would flash when cold weather could make the bridge dangerous, O'Donovan said. Another idea, O'Donovan said, would be simply to install signs stating "2.5 miles of dangerous road ahead." Reducing the shoulders along the bridge and installing a divider between the two lanes of traffic also could help solve the problem, he said. At present, there are symbol signs at [illegible] the bridge to warn motorists of potentially sl[illegible]

"I [illegible] other [illegible] a road that are bad, but [illegible] road [illegible] part (of the campaign)," [illegible] said.

One of those other places is "Dead Man's Curve," whic is between Mileposts 34 and 35 on Highway 26. The grade o the curve slowly is sliding down a hillside, and requires fre quent filling by the Highway Division during the winte months.

It was on that curve that former Seaside City Counc member John Tuhy was killed last September. Tuhy, 5 was eastbound when his car scraped a guardrail on th right side of the highway, and veered across the road befor leaving the left side of the road and striking a pile of grave according to Oregon State Police reports.

O'Donovan said he's not sure how the Highway Divisio will react to his campaign, "but there will be a lot of noise They will know we are here," he said.

The Elsie-Vinemaple Rescue Unit, formed in [illegible], ofte provides the first care for automobile accident victims i the area between Highway 26 Mileposts 14 and 32. Th Quartz Creek Bridge is between those mileposts.

SINCE THE RESCUE unit has been in existence, at leas 38 people have been injured in car accidents within it jurisdiction, said rescue unit member Robert Morgan.

The vast majority of calls for assistance received by th rescue unit come not from the 500 residences in the Elsi Vinemaple Rural Fire Protection District, but rather ar the result of accidents involving people traveling o Highway 26 to and from Portland, said Wade Morgan, hea of the rescue unit and assistant fire chief. The rescue unit i operated through the rural fire protection district, but i funded almost entirely by donations and fund-raising ac tivities, Morgan said.

The Morgans said because the Quartz Creek Bridge is ex posed to the wind, it ices up quickly and stays slick longe than other sections of the highway. They, too, say that war ning signs on the approaches to the bridge aren't quite,

See Highway, Page 5

NORTH COAST COUNSELING SERVICES
P.O. BOX 2633 • GEARHART • OREGON 97138
(503) 738-6227 (503) 738-5049

February 8, 1983

John E. O'Donovan, MD
580 Avenue U
Seaside, Oregon 97138

Dear Dr. O'Donovan:

Thank You! My wife and I very much appreciate the time and effort you have committed to raising public and official awareness. We have had several near accidents on the Sunset Highway ourselves. John Touhy's death and your own incredible survival touched our family personally. We firmly believe that the highway itself is at fault.

Several years ago I gave public testimony at an open meeting of the Highway Department in Seaside. Bill Park, then Clatsop County District Attorney, also spoke. We both expressed our grave concern over that section of US 26 between the Nehalem River bridge at Elsie and "Dead Man's Curve." Bill and I both said at the time that the Sunset Highway should have the highest priority for improvement in this region.

For several years I drove between Seaside and Portland on the Sunset Highway regularly. I made between 3 and 5 round trips weekly. I often found myself offering a silent prayer of thanks once I passed Oney's Restaurant in Elsie, for it seemed entirely a matter of destiny that I had avoided a serious accident. Ice and snow are driving hazards, but the biggest enemy is a roadway which encourages cars to cross into the opposing lane, which causes wheels to lose traction without warning, and which changes its surface with very short notice. Several curves are banked in the wrong direction; most of those have rough or gravelled surfaces. Warning signs appear in only a few of the most dangerous places.

The Sunset Highway will always carry inexperienced and fatigued drivers. The present condition of that highway puts even the best driver in jeopardy, with little to protect him from anything but the hand of God. I feel so strongly about what you are doing that I will gladly appear with you on any platform.

Sincerely,

Alan

JOHN E. O'DONOVA M.D.P.C.

PHYSICIANS and SURGEONS

Family Practice
General Surgery

580 Avenue U
Seaside, Oregon
738-5571

February 3, 1983

Mr. Neil Goldschmidt
Nike Incorporated
3900 SW Murray Boulevard
Beaverton, OR 97005

Dear Mr. Goldschmidt:

I was directed to contact you regarding a project I am involved in.

The project involves the most treacherous section of highway in the state of Oregon.

I am aware of your term as Secretary of Transportation. I am also enclosing one article, part of a series in the local newspaper.

If you could join us or have any questions, please don't hesitate to call me at 738-5571 during business hours.

I am supposed to appear before the Oregon Traffic Commission in Salem on February 14, 1983.

Sincerely,

John O'Donovan HLC

John E. O'Donovan, M.D.,P.C.

JOD/HLC

P.S. I have all county officials, Mayors, Ministerial, and City Council members, etc., in Clatsop County behind me in this campaign to improve highway 26.

CITY of SEASIDE

JOHN M. WEST
Chief of Police

BURTON M. LOWE
City Manager

POLICE DEPARTMENT
1090 S. Roosevelt Drive
Seaside, Oregon 97138

January 27, 1983

Dr. John E. O'Donovan
580 Avenue "U"
Seaside, Oregon 97138

Dear Dr. O'Donovan:

I applaud your efforts to have some traffic safety improvements made on Highway 26 between mileposts 22 and 25. It seems incredible that such a situation exists and has gone so long without being addressed by the Highway Department. The loss of life, personal injury and property damage has got to be staggering over the last few years. Please feel free to call on me or any member of the Department to assist you in any way that we can in getting this terrible stretch of Highway safe for the public to travel.

Best regards,

John M. West
Chief of Police

JMW/ls

CLATSOP
COMMUNITY
COLLEGE

ASTORIA, OREGON 97103 — 503/325-0910

January 20, 1983

Dr. John O'Donovan
580 Avenue U
Seaside, OR 97138

Dear Dr. O'Donovan:

In response to your call for input about the Quartz Creek bridge, I submit the following personal account:

> In 1971, College President Phil Bainer and I were on our way to Portland, on a relatively normal late-autumn forenoon. The weather was overcast, but not particularly cold. Highway 26 was wet.
>
> Upon crossing the bridge, however, we found our van on "black-ice," totally out of control. All four wheels hit curbs in the several seconds of chaos, destroying hubcabs. Only President Bainer's skillful driving kept our van, with its high center of gravity, from rolling over the railing into the canyon.

I have observed this temperature phenomenon several times at that very dangerous site.

On behalf of the lives you will save, we thank you for your crusade, and wish you early success.

Sincerely,

Paul D. See
Dean of Instructional Services

PDS:cej

OFFICE OF THE MAYOR
1095 DUANE STREET
325-5821

CITY OF ASTORIA OREGON
FOUNDED · 1811

January 14, 1983

Mr. William Geibel
Highway Superintendent, Dist 2-A
Department of Transportation
Salem, OR 97310

Dear Mr. Geibel:

The Quartz Creek bridge on Highway 26 between Portalnd and Seaside should be a high priority for improvements. The bridge is icy so often when the pavement on either side is dry that it presents a real hazard for drivers. One hair raising icy slide, see-sawing across the bridge was more than enough to convince me how dangerous that segment of highway can be.

Please place this area on the high priority list for renovation.

Sincerely,

THE CITY OF ASTORIA

Edith Henningsgaard

Edith Henningsgaard
Mayor

EH:PR

Copy: Dr. John O'Donovan
Seaside, OR

Rollins Burdick Hunter of Oregon, Inc.
200 Market Building, [illegible]land, Oregon 97201 / Telephone 503 224-97

formerly Cole, Clark & Cunningham, Inc.

Sam D. Gillette
Vice President

ROLLINS BURDICK HUNTER

January 12, 1983

Dr. John O'Donavan
580 Avenue "U"
Seaside, Oregon 97138

Dear Dr. O'Donavan:

I am enclosing a copy of an Accident Report that relates to an incident that I had on the Quartz Creek Bridge earlier in 1982. I saw your article in the Seaside Signal of December 30, 1982, and this letter is in response to your request for information.

Over the years, certain vehicle incidents have occurred in various areas of the state which have gained some notoriety; for example, a number of years ago, the City of Dundee became known as a speed trap, and most drivers became aware of it even though they did not travel through there. I can still recall receiving warnings from my friends about slowing down to 20 miles an hour when going through Dundee. I think we have the same problem with the Quartz Creek Bridge area. It would be my thought that unique warning signs should be placed on either side of this area and that they should be designed in such a way as to enhance the accident reputation of this very difficult stretch of highway - for example, the use of a name like "Suicide Corridor" or "Accident Alley" or a sign that would say "Seaside Hospital - 26 miles" might be on the right track.

I am not sure of the proper procedure to implement something along these suggested lines, Dr. O'donavan, but your thought is a good one, and I hope that others will support your idea; especially that the State of Oregon will consider some way to put up unique signs to attract the attention of motorists. This would be the least expensive and the quickest way to deal with the problem.

Good luck on your project.

Yours very truly,

SAM D. GILLETTE

SDG/fo

CITY OF GEARHART

COPY

"Gearhart By The Sea"
Drawer "D"
Gearhart, Oregon 97138
Phone 738-5501

January 12, 1983

C. O. Fredrickson, Region Engineer
OREGON STATE HIWAY DIVISION
P O Box 14030
Salem, Oregon 97310

Dear Mr. Fredrickson:

The City Council of the City of Gearhart, by a unanimous motion, at the January 5, 1983 Council Meeting, requests that the State of Oregon Department of Transportation take the appropriate action necessary to reduce the danger of life and vehicles traveling Highway 26 on and adjacent to the Quartz Creek Bridge.

The motion by the Council further recommended a warning system be activated on the approaches to the Quartz Creek Bridge to alert approaching vehicular traffic as to the existing road conditions on the Bridge.

Any improvements, which will reduce the loss of life and injuries on Highway 26 will be greatly appreciated by the residents of the Gearhart area.

Sincerely,

CITY OF GEARHART

Leo Sayles

Leo Sayles, Mayor

cc: Dr. John O'Donovan
Mr. Gene Dilkes

more to view/more to do/Seaside Chamber of Commerce/Post Office Box 7/Seaside, Oregon 97138/(503) 738-6391

December 28, 1982

Scott H. Coulter
140 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

The Seaside Chamber of Commerce would like to express concern about the safety conditions on Highway 26, at the Quartz Creek Bridge area, 28 miles east of Seaside.

This portion of the highway has been the scene of many accidents, and is infamous for treacherous conditions in inclement weather. These conditions are not marked adequately, and to the unaware can be of fatal consequences.

We would like to request that the Oregon Highway Department investigate these conditions and take the proper safety precautions, for the safety of all drivers.

Thank you for your immediate attention to this most urgent matter.

Sincerely,

Peter Ter Har
President
Seaside Chamber of Commerce

PTH/pa

Post Office Box 515
Gearhart, Oregon 97138

December 28, 1982

John E. O'Donovan, M.D.
125 Alpine
Seaside, Oregon 97138

RE: Highway 26, Quartz Creek Bridge

Dear Dr. O'Donovan:

In response to your request for incidents on the Quartz Creek Bridge, I offer the following:

During the morning hours of January 3, 1980 I was driving to Portland and although it was quite cold there did not appear to be any significant icy spots on the highway. As I approached the bridge, I noted a state vehicle coming from the direction of Portland.

Since the state car reached the bridge before I did I was able to slow to a near stop as the driver hit black ice on the bridge. Her car spun around about three times, headed directly for my car. When it came to rest she had slammed into the curbing on the side of the bridge causing damage to the two right side wheels. Two tires were blown out from the force of the impact.

I helped her to push the car to a safe spot and drove her to the State Motor Pool in Portland for help. She was a Public Health Nurse on her way to Astoria.

The point to all this is simply that we both could have been killed or seriously injured. I saw no warning signs of black ice and the bridge did not appear to be sanded.

I have used the Sunset highway more times than I care to recall, and have always regarded the Quartz Creek Bridge as the most dangerous spot on a very dangerous highway.

If I can be of further help in this regard please feel free to call.

Very truly yours,

MARVIN L. ROGERS

Attachments

9.XX

180 5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Sylvan - 2A

Feb 18, 1983

FILE:

6

FROM: W.W. Geibel
D.M.S.

SUBJECT: Quartz Creek Bridge
Sunset Highway

TO: Ed Hardt
Metro Region Engineer

As requested in your February 15, 1983 letter, we have investigated the "spring" near the Quartz Creek Bridge.

Water does come out of the pavement 600 feet from the east end of the bridge. On this date, a highway perf-pipe was placed under the pavement which hopefully will keep the water from reaching the surface. Frankly, the only problem it will solve is the pothole problem it creates. No one has ever seen the water tracked all the way to the bridge. The only ice build-up we have ever noted is at the percolation point.

WWG:js

cc: L.E. George

cc: H.S. Coulter - FYI.

EC-17

cy Miller 2-28

RECEIVED
STATE HWY ENGR
FEB 25 '83
REFER TO
FOR:
Info | Invest | R/D | D/R | Sign | Act | File

RECEIVED
STATE HWY ENGR
FEB 25 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

GENERAL FILES

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to File No.:
PRO 6-2

Date: February 17, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: D.E. Swan, P.E.
Acting Program Section Manager

Subject: Program Data Submission
Item No. 30062
Project No. HES-27-1(10)
Sunset hwy. @ Quartz Creek Bridge Section
Clatsop County

Attached support data consists of PR-1 forms with project maps, Safety Priority Index System data, Collision Diagram and sketch maps.

I request the following:

1) Concurrence that the project qualifies for the "Timesavings Procedures" enumerated in FHPM 8-2-3.

2) Concurrence that the project falls under the Statewide Categorical Exclusions approved by FHWA on 2-25-80 satisfying the requirements of 23 CFR 771.

3) Approval to accomplish first phase of work with State forces based on the public interest findings set forth in FHPM 8-2-3. The present intention is to contract overlay phase of work.

4) Approval of the "Order For Force Work No. 1" with a total cost of $10,000 with an obligation of $9,000 in Federal funds. Attached are three copies of Order For Force Work No. 1. Purchase of (PRT) signs were given a verbal approval as of February 4, 1983 and confirmed by Memorandum HPD.1-OR from FHWA Division Office.

5) Authorization that preliminary engineering charges for work necessary to prepare final plans under this project are eligible even though PS&E approval is granted under request No. 4.

DRH:bks
Attachments
cc: L.E. George
E.L. Hardt (Metro)
Jon Rose (Metro)
Earl Mershon (Metro)
General Files

Form 734-3122

STATE OF OREGON

INTEROFFICE MEMO

TO: BILL GEIBEL
District Maintenance Supervisor

ORIGINAL SIGNED BY
EDWARD L. HARDT

DATE: February 15, 1983

FROM: EDWARD L. HARDT
Metro Region Engineer

NOTED
H. S. COULTER

SUBJECT: QUARTZ CREEK BRIDGE
SUNSET HIGHWAY

At the February 14 Commission meeting Dr. John O'Donovan from Seaside testified regarding the highway conditions at the Quartz Creek Bridge on the Sunset Highway. He presented a number of letters (copies attached) from a variety of people about either their personal experiences on the bridge or their opinions about its safety.

Most of this information deals with the slippery conditions on the bridge at a time when the temperature is at or near freezing. Hopefully, the temperature-activated sign and the deicing overlay which we plan will speak to these problems, however, there is one other item that came up that I'd like you to investigate. The letter from Bayview Transit Mix in Astoria talks about a spring coming through the road 200 feet east of the bridge allowing water to run onto the bridge which can freeze and cause a hazardous condition. I'd like you to look into this and see if there is anything to it and, if so, what we might do to correct the problem.

ELH/cp
Attachments
cc H. S. Coulter w/attachment
L. E. George "

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
FEB 15 '83
REFER TO Schwartz
FOR
Info | Inves | R/D | D/R | Sign | Act | File

81-125-1367

TELEPHONE 503/325-3562

READY MIX CONCRETE

BAYVIEW TRANSIT MIX
950 OLNEY AVENUE
ASTORIA, OREGON 97103

Feb 10, 1983

John E. O'Donovan MD PC

This letter confirms our conversations on ideas that would improve a very dangerous area around Quartz Creek Bridge.

One contributing factor is, there is a spring coming through the road approximately two hundred feet to the east of the bridge, the water from this spring runs down the center line of the road toward the bridge and is helped continually by the traffic, in times of cold weather it freezes and contributes to a very slick road condition that exists in the area.

A ditch could be constructed and a drain from the spring to the shoulder of the road could be very easily constructed that would definitely improve a bad situation that has existed to long.

We speak of this area with experience as we have two Trucks that would average a round trip daily through this area.

As we are engaged in the Construction Business, we know that their are many remendies that would be cost effective to improve a dangerous area.

Sincerely yours

R. Gordon Perrigo
R. Gordon Perrigo

Joseph G. Perrigo
Joseph G. Perrigo

James P. Perrigo
James P. Perrigo

Bayview Transit Mix
Perrigo Construction Co.
Quality Asphalt & Supply.
Perrigo Equipment Co.

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO
MAI 14-1

TO: Memo to File

DATE: February 15, 1983

FROM: L. E. George
Traffic Engineer

SUBJECT: Quartz Creek Bridge

On this date the investigation of a possible drainage problem on the highway in the vicinity of the Quartz Creek Bridge was discussed by telephone with Terry Flink, Assistant District Maintenance Supervisor in Sylvan.

Terry indicated that he has done some checking and has found that there is a spring located above the highway approximately 500 feet west of the bridge. Water from the spring at the present time runs down the slope towards the highway. Terry also indicated that they are planning on putting some perforated pipe in to prevent water from the spring from getting onto the highway. This work will be done as soon as their work schedule permits. At the present time they have some other more severe problems that need to be taken care of first, such as sunken grades, slides, etc.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer

DH/db

cc: H. S. Coulter
Ed Hardt
William Geibel

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
FEB 15 '83
REFER TO
Schwartz
FOR
Info | Invest | R/D | D/R | Sign | Act | File

81-125-1367

Contains Recycled Materials

LES AUCOIN
1ST DISTRICT, OREGON

CONGRESS OF THE UNITED STATES
HOUSE OF REPRESENTATIVES
WASHINGTON, D.C. 20515

February 14, 1983

Mr. Fred Miller, Director
Oregon Department of Transportation
135 Transportation Building
Salem, Oregon 97310

Dear Mr. Miller:

I would like to add my voice to those of the cities of Astoria, Cannon Beach, Gearhart, Seaside and the many private groups and individuals who have called upon the Highway Division to improve the safety of Highway 26 at the Quartz Creek Bridge and "Dead Man's Curve" (between mileposts 32 & 34).

These sections of the highway have been the scene of many accidents and several fatalities. The road conditions during inclement weather become extremely hazardous.

I request that the Highway Division fully investigate the options available for improving the safety of the highway at these sections and immediately take the necessary steps in making the improvements.

If I can be of any assistance, please let me know.

With warm regards,

Sincerely,

Les Aucoin

LES AuCOIN
Member of Congress

LA:ks

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
FEB 17 '83
REFER TO
Ed Hardt
FOR
Info | Invest | R/D | D/R | Sign | Act | File
✓

RECEIVED
DOT DIRECTOR
FEB 16 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

2446 RAYBURN HOUSE OFFICE BUILDING, WASHINGTON, D.C. 20515 (202) 225-0855
1716 FEDERAL BUILDING, 1220 SW THIRD, PORTLAND, OREGON 97204 (503) 221-2901, OREGON TOLL FREE LINE 1-800-452-1920

9:11

5

OREGON TRANSPORTATION COMMISSION

Delegation RE: Highway 26 and the Quartz Creek Bridge

Date February 14, 1983

Time 3:15 p.m.

Name	City or Town	Capacity
Dr. John E. O'Donovan	Seaside	

2120 N Holladay Drive
Seaside, Ore 97138
Feb 12, 1995

To whom it may concern,

My husband Alan H Smith worked for the Oregon State Highway department in 1912. He was with John Havens crew in this area maintaining the highway here to the Quarts Creek Bridge. It was at this time he became aware of the extremely hazardous conditions on the bridge at times of freezing, wet cold weather.

For the last forty years my family and friends have been reminded to watch for this on the bridge. Many of my friends have wrecked their cars there and nearly lost their lives there.

I worked in the emergency room at the Seaside Hospital for over twenty five years, every winter brought many accidents victims from the bridge and the curves just east of Elsie.

It does seem the time has come to do something about it

Sincerely,
Beatrice Smith

Feb. 10, 1983

The Leavitt F. L. Club & Norman Kellett Lodge would like to express your desire to make the Beauty Creek Area a safer highway.

Our thanks to you Mr. Chairman for your effort in trying to get the state to do something about it.

The Leavitt F. L. Club
Ruth Engel Sec.

Drive started to erase Quartz Creek 'death trap'

"I saw ice on the (Quartz Creek) bridge and the other car approaching rapidly, then I saw him lose (control of) it and start to slide down the road, head-on toward me. There was nothing I could do but sit there." That's how Dr. John O'Donovan, Seaside physician, remembers the early morning accident Nov. 20 that took the life of a young Forest Grove man and sent Dr. O'Donovan to St. Vincent's Hospital in Portland with serious injuries.

But now, he says, there's something he can do about the bridge, which he says is accident-producing because of design defects. Dr. O'Donovan says he's starting a campaign to bring the defects to light with the aim of forcing the Oregon Highway Department to take corrective measures before more lives are lost and property damaged in wrecks on and around the bridge.

"I want anyone who has a story about a wreck on the bridge, who has experienced a wreck or a near-miss to write it down and send it to me at 580 Ave. U in Seaside," he said. The stories will be used in negotiations to get the Highway Department to remove the danger-producing elements, Dr. O'Donovan said.

There has been a whole series of accidents in a two-mile section of the highway with the bridge as a center point, he said. At one time there were a number of people killed in an accident on the bridge just before Thanksgiving 10 or 15 years ago, he says, and "seven or eight others injured."

Very few people are aware of the danger along that section of the highway, Dr. O'Donovan says, explaining that the bridge is narrow, located at the foot of a long down-grade and curved so that downhill traffic tends to slide into the path of uphill-bound vehicles.

The situation is complicated by the fact that the surface of the bridge is always colder then surrounding areas, he said, so that the highway can be wet, but clear of ice, as it was at the time of his accident, but the bridge will be covered with ice, posing a threat to unsuspecting drivers.

"There is also a creek which flows down the side of the hill and onto the bridge because there isn't a culvert," Dr. O'Donovan said. "Sometimes it freezes and the ice is several inches thick."

He said several safety measures have been suggested by various people, including engineers, such as a temperature-triggered sign which would go on when the temperature of the road surface approached freezing, warning motorists with flashing lights of the "extreme danger ahead" or a barrier in the center of the bridge to keep out-of-control vehicles in their own lanes of travel.

Miss Maki, another Seaside who travels the road frequently, said he has had [illegible] including one in which an oncoming log truck lost traction and slid into Maki's lane of travel.

"I thought the log truck was going to have the better half of it," Maki said. "I gambled that he would stay on my side of the highway so I moved to the left and squeezed between him and the rail. My heart was still beating hard, three days later."

Sen. Charles Hanlon said he will contact the Highway Department to determine what the accident rate is on the bridge, to "find out what plans the Highway Department has to deal with it and, if nothing is being done, why!"

It may be that relatively few people are aware of the unusual degree of danger posed by the Quartz Creek Bridge, especially in the winter, but by the time he's through, Dr. O'Donovan intends to make sure that the danger is removed, ample warning devices are installed, or other steps taken to make sure that what he says is a death trap no longer lurks to threaten the lives of people driving Highway 26.

ahanna

no the right-of-way. The Seaside City
he Council has said the city has no intention of assuming responsibility for the road.

Senate liberals may raid timber revenue

Clatsop County property owners have a big financial stake in the battle over who's going to lead the Oregon Senate when the 1963 session gets underway Jan. 10, District 1, according to Senator Charles Hanlon.

"The group of 12 senators led by Frank Roberts of Portland is almost totally urban, liberal," Sen. Hanlon said. "I am concerned that if they succeed in seizing the Senate leadership, the non-urban areas of the state will find themselves woefully short."

"They've (the liberals) already expressed keen interest in timber revenue on the North Coast," he continued, "and, given the economic crunch, they might make an economic raid in 1963 to deprive the North Coast of a valuable economic resource."

Sen. Hanlon said he is one of a group of seven conservatives who are blocking the election of Sen. Roberts to the Senate presidency and predicted a battle before the deadlock is broken.

"We're determined at all costs to influence the election of a Senate president who will represent the non-urban areas, the conservatives and moderates as well as the liberals," he said.

A bipartisan coalition isn't likely, Sen. Hanlon said, explaining that the nine Republican Senators would need seven Democrats to get the votes needed to seat a president and he doesn't see that happening.

"It isn't just the seven of us (who are

[illegible]

Tally stand[s] 8 dead, 36 [in]jured

Eight people lost their lives in 23 vehicle-accidents in a short stretch of Highway 26, centered on the Quartz Creek Bridge, and 36 more were injured between Sept. 1, 1979 and August 1982, according to records furnished to the Signal by L.E. George, Traffic Engineer, Highway Division, Oregon Department of Transportation.

The accidents occured at all times of the day and the wrecks were split almost evenly between single vehicle mishaps and two-car wrecks with 18 involving one vehicle and 15 with two cars involved.

The last four months of 1979 saw five people die in four wrecks on the highway between Mile Post 23.15 and Mile Post 25.30, measuring from the Cannon Beach Junction.

In 1980 there were two fatalities and eight injuries in 10 accidents and 1981 saw 11 accidents with nine injuries and no deaths.

During the first eight months of 1982 there were eight accidents with six injuries, which swells to 11 accidents with one death and nine injuries with the addition of the accident in which Dr. John O'Donovan of Seaside was injured and a young man killed in November and the two non-fatal mishaps on Sunday morning, reported in the accompanying story.

Road conditions varied from dry to wet, snowy and icy, the accidents happened on clear days, during storms and at night.

There are few common factors in all of the accidents: They all involved people traveling on Highway 26 in cars and they all occured within a 2.15-mile stretch with the Quartz Creek Bridge as a center point.

Million Dollar Show top news yarn of 1982

The biggest news story of 1982 was the Broadway project, including the new Seaside Chamber of Commerce office, a bigger site for Norma's (Saunders) Restaurant and the Sand Dollar Mall, a pedestrian mall being developed by Warren Kan of Seaside.

Included in the year's stories, as gleaned from the files of the Seaside Signal, were the following:

January

Mrs. Berkeley Snow, 83,a number of friends, relatives and guests followed a tradition she and her late husband set many years ago of taking a dip in the Pacific Ocean on New Year's Day. The water was warmer than the frigid 38-degree air, measuring 48 degrees.

Public hearings were set on the Clatsop Plains groundwater study plan, predicting what will happen in groundwater pollution through the year 2000. The study showed no need for a moratorium on new construction in the area, although it was determined that the Warrenton city dump is polluting the aquifer.

Jack O'Brien resigned from the Seaside City Council because he was moving from Ward 2 and Bud Chisholm, builder and businessman, was named to take his position.

The Oregon Department of Environmental Quality approved an additional 300 hookups to the Seaside sewer system after the city submitted a plan calling for a change in treatment, including hauling sludge from the central treatment plant and reduction of intrusion of surface water into the sanitary

Continued on page 8

ighway

Continued from Page 1

About Dead Man's Curve, the Morgans said the main problem is that there is a guardrail on one side of the road, and no shoulder on the other side.

"When the road is slick, they said, a bump in the middle of the curve sometimes causes the rear wheels of a vehicle to lose traction, causing the vehicle's rear end to slide around.

The curve is heavily marked with signs to warn motorists.

"People are in too much of a hurry," Robert Morgan said. "They don't realize about the icy spots, the shaded places."

Chuck Alderson, a resident of the area, said it's not just the road or the bridge, but drivers going too fast for the condition of the road who also are to blame for accidents.

Alderson, also a firefighter, said he won't cross the bridge at night when the road is icy and another car is approaching. "You can't make beds foolproof," he said, "but you can warn people about them."

The Morgans and Alderson said guardrail work is needed on Dead Man's Curve and that the Highway Division should give that work a high priority. They also would like to see better warning signs placed near the Quartz Creek Bridge.

They don't blame the Highway Division for the problems with the road. In fact, they said the state agency does a good job of maintaining the road with the money it has.

William Gelbel, Highway Division District 2A maintenance supervisor, said both the Quartz Creek Bridge and Deadman's Curve have been considered for improvements under federal highway safety program funding. Applications for the funding already have been filed, he said.

There is a possibility that signs with temperature-activated warning lights could be installed on the Quartz Creek Bridge, along with changes to the road surface texture on the bridge to provide better traction, he indicated.

Federal funding is available "to a limited degree" for improvements to Dead Man's Curve, Gelbel said, "but we don't know if it will be enough to solve the slide problem." The Highway Division hopes to be able to improve the alignment of the curve, he said. "During the past three years, whenever it has stopped moving to a rapid degree, we have paved it up," Gelbel said. "The main problem is the eastbound traffic. They come down that hill too fast," he said.

"There is very little state money available (for improvements)," Gelbel said. "We are looking to this federal safety money for help. There is a good chance both projects will come off. We are chugging away on it, and hopefully we can do something about it."

AS AN ADDED safety measure, [illegible] said a telephone should be installed at the Sunset Springs rest [illegible] so that motorists could report [illegible] more quickly.

elected noon stocks

Help to help others

There are a number of people in the Elsie-Vinemaple area who give freely of their time and effort, along with some of their own money, to help others. They are members of the Elsie-Vinemaple Rural Fire Protection District's volunteer rescue team.

When there's an accident along "Blood Alley," as that stretch of Highway 26 has been nicknamed, chances are that the first people to answer the emergency call will be the volunteers, of whom nine have completd first aid training for "first responder" status, four more have completed Emergency Medical Technician I training and one is nearing completion of qualification for EMT II.

The volunteers all took the training on their own time at their own expense and they man the ambulance for free. If one of their customers wants to give them a donation to cover the cost of supplies and fuel, they'll take it, but such donations aren't covering the costs.

Right now the group wants to raise about $8,500 for a "jaws of life," a piece of equipment which is invaluable in freeing victims trapped inside wrecked cars. They could also use some other equipment, such as a type of stretcher in which to lift victims up steep hillsides. They are using outdated backboards which aren't as adaptable, or as good.

There are some people walking around today because the Elsie-Vinemaple people gave up their time and spent their money to be able to help others. Now it's time for the others to help them.

If the people in Banks can hold a benefit dance for the Elsie-Vinemaple volunteers, surely the people of the South County can do just as well.

The volunteers often go outside their district to answer accident calls and when one of them was asked why, he replied, "Because there's nobody else."

Is there an organization or group in Seaside, Gearhart or Cannon Beach who's willing to be "somebody else?"

Everybody talks about it

The Quartz Creek Bridge on Highway 26 seems to be a lot like the weather, "Everybody talks about it, but nobody does anything about it."

Since news stories about accidents and injuries on the bridge appeared in recent issues of the Signal, a large number of people have come to the office to tell of their experiences and, Dr. John O'Donovan says, everywhere he goes, somebody has another story to tell.

There is one common denominator in all the stories: They all deal with slick road surface and vehicles. One local man told of meeting a log truck on the grade and watching the truck driver lose control of his vehicle to send tons of heavy truck sliding relentlessly down the road, head-on at the Seasider.

"I thought the log truck had the better half of it, but I was able to cross the highway and pass by him on the left side," the man said.

A Cannon Beach woman told of being on the bridge one morning and of seeing a sliding sanding truck, which had lost traction on the treacherous bridge, heading toward her.

Over the past 20 years there have been many, many such incidents and not all of them ended without mishap, as a study of the records shows. By applying figures for the 1979-82 period, furnished to the Signal by the Highway Division, one comes up with 55 to 60 deaths and hundreds of injuries in the past 20 years, huge property losses and immeasurable human suffering, all caused on one short stretch of highway.

If the same conditions were present on all of Oregon's highways, there would be far fewer vehicles because driving the roads would be tantamount to committing suicide.

If $250,000 can be spent on building a bicycle bridge in Eugene and hundreds of thousands more on parking areas for skiers on Mt. Hood, surely funds can be found to eliminate or reduce the excessive danger to motorists posed by the Quartz Creek Bridge.

Dear Sirs:

On Behalf of the Seaside Service Club Council, a group comprising some twelve organizations in the community that are concerned with the welfare of this community; we strongly urge you to do something that will make the Quartz Creek Bridge area, Dead Man's curve and in fact the whole of Hwy 26 from the Tillammok junction to Seaside a safer highway..

I personally travel the route many times a year on business in Portland, and to see family there and find it one of the worst sections of highway, for the usage, that I know of in the state.

copy #9862

Many of us have lost a friend thru death, or suffered with w friend because of injuries who have traveled Hwy 26, and have had accidents.

We urge you to use the powers of your office to upgrade Hwy 26.

Sincerely,

Rudolph Johnson
Service Club Council

Seaside Junior Chamber of Commerce
Seaside J.C ettes
Seaside Kiwanas Club
Seaside Lions Club
Seaside Rotary Club
Seaside Chamber of Commerce
Seaside Business and Professional Women
Seaside Parks and Reacreation District
The City of Seaside
Seaside Kids Inc.
Seaside Lioness Club
Seaside Animal Haven

Seaside joins warning campaign

Bridge dangerous, council says

By TONY MEYER
Of The Daily Astorian

SEASIDE — The Seaside City Council added its support Monday to a Seaside physician's campaign to reduce road hazards on Highway 26 at the Quartz Creek Bridge and between Mileposts 32 and 34 — a section one city councilman called "dead man's curve."

Dr. John O'Donovan, who was injured in an accident on the bridge last month, wants the state Highway Division to do a better job of warning motorists of the treacherous stretch of highway.

O'Donovan was alone in his eastbound pickup about 7:20 a.m. Nov. 20 when he was struck on the bridge by a car driven by 22-year-old William Blair of Forest Grove. Oregon State Police said Blair's car slid on snow, and crossed into the eastbound traffic lane, striking O'Donovan's vehicle. Blair was killed.

ON SUNDAY, TWO women were injured in separate accidents on the bridge that occurred almost simultaneously.

One woman was treated for a broken bone in her neck after the car she was riding in slid on ice and plunged over an embankment on the north side of the highway at the east end of the bridge.

The second woman suffered a broken nose after the car she was riding in was struck by another vehicle that crossed the center line on the bridge.

Council member Herb Praskey, who suggested that the council write a letter to the Highway Division advocating improvements that will better warn drivers of potentially hazardous conditions on the bridge, said problems between Mileposts 32 and 34 are just as acute.

Praskey, who called the section of road "dead man's curve," said that is the area where former Seaside City Council member John Tuhy was killed in September. Tuhy was alone in his car when it went out of control on the curve and left the road, striking a gravel pile.

Praskey recommended the council request that warning signs, and possibly flashing lights, be placed at the approaches to both ends of the Quartz Creek Bridge. The bridge is about 25 miles east of Seaside.

Praskey said motorists should be warned of the "extreme danger" posed by ice conditions on the bridge. He said a "symbol sign" currently in place isn't easily seen and doesn't give motorists enough of a chance to slow down. Praskey also recommended that reduced speed signs be placed so that drivers have enough time to slow before reaching the bridge.

The bridge, Praskey said, can be covered with ice even when the rest of the highway is dry.

THE SECTION OF road between Mileposts 34 and 36 is in need of repair, he said. Improvements and construction have been "sorely lacking," Praskey added.

The section of road has "fairly adequate signs," Praskey said, but "both approaches to the curve are dangerous, and the roadway on the curve is in terrible disrepair."

In other business Monday night, the council:

—Accepted a bid of $24,200 for $5 million of "umbrella" liability insurance from the Penfield-Manion Insurance Agency of Seaside. Last year, the city government paid $45,329 for $1 million of umbrella liability insurance with the same agency. Umbrella liability insurance covers what the city government's general liability insurance doesn't, said City Manager Larry Lehman. A soft insurance market this year accounted for the decrease in premium costs;

—Appointed Steve Wascher to the city government's library commission;

—Appointed Dale Frandsen and Jack Bradbury to the city budget committee; and

—Approved a request for $275 from the Seaside Arts Commission to cover Chairman Madeline Cooke-Wolfe's tuition for a grants workshop in Los Angeles.

WILLIAM T. PARK
ATTORNEY AT LAW
HARBOR PLACE BLDG.
679 E. HARBOR ST.
P. O. BOX 443
WARRENTON, OREGON 97146
TEL. (503) 861-3577

February 10, 1983

Transportation & Tourism Legislative Committee
Oregon State Senate
Salem, Oregon

Re: Highway 26 - Quartz Creek Bridge Area

Dear Members of the Committee:

As a resident of Clatsop County and its former District Attorney, I wish to express my support and concern for the statement given by Dr. John O'Donovan who I understand will testify before your committee. During the nine years that I served in the prosecutors office in Clatsop County, I had occasion to be called out to the scene of an unknown number of fatal accidents occurring on Highway 26 the so called Sunset Highway. I can tell you that a great many of these incidents occurred east of the Elderberry Inn in the Quartz Creek Bridge area and that they were frequently due to ice and weather related conditions.

A few years ago I testified as District Attorney in front of the Highway Division holding an open public meeting in Seaside, Oregon and pointed out to them the number of fatal accidents we had in that year. I related to them the personal trauma I experienced both by being a witness to such accidents, as well as having to telephone on at least two occasions personal friends of mine, and having to convey to them the fact that a relative or spouse had recently been killed in that area. I urged at that time, that special consideration be given by the Highway Division to a number of dangerous areas on Highway 26 but especially to that stretch of highway immediately east of Elderberry Inn including the Quartz Creek Bridge area and some distance further eastward.

Realizing that the matter of allocating funds for highway improvement is a matter of priority, I can only repeat that due to the large number of deaths on this narrow two lane coastal highway which is the main artery between the north coast and the metropolitan valley area, I urge your serious consideration toward placing this particular stretch of road at the top of the list in any decision as to funding.

Very truly yours,

William T. Park

WILLIAM T. PARK

WTP:rd

VICTOR ATIYEH
GOVERNOR

Military Department

2150 FAIRGROUNDS ROAD N.E., SALEM, OREGON 97303

Dr O'Donovan
handed to OTC
2/14/83

9 February 1983

John E. O'Donovan, MD, PC
580 Avenue U
Seaside, Oregon 97138

Dear Dr. O'Donovan:

General McCarter has told me of your very unfortunate accident at the Quartz Creek bridge last fall and your current efforts to obtain some relief from the road conditions which caused it.

As Commanding General of the Oregon National Guard, one of my principal concerns is for the safety of our troops at all times; more specifically, including travel to and from the places where troops train. Camp Rilea is our only official field training site in Oregon, and must be used on a continued and frequent basis by thousands of our young men and women. During the winter months we have frequently had to cancel the training altogether, or at least cut down the scope of activity, since the vast preponderence of the troops training at Camp Rilea travel U.S. highway 26 when proceeding to the Camp because road conditions simply made it too risky.

I have read General McCArter's letter to you on this same subject, and strongly endorse his comments both as to short range and long range solutions to the problem. Until some solution is found and implemented there is [redacted] obvious adverse effect, both on the continued upgrade and greater use of Camp Rilea as well as our National Defense posture. Above all, there is the overriding concern as to the ultimate safety of persons who use Route 26 to the coast.

I certainly hope that your recovery will be speedy and complete. If we can be of assistance in this worthwhile project, don't hesitate to give us a call.

Yours very truly,

Richard A. Miller

Richard A. Miller
Major General
The Adjutant General

VICTOR ATIYEH
GOVERNOR

Military Department

2150 FAIRGROUNDS ROAD N.E., SALEM, OREGON 97303

9 February 1983

John E. O'Donovan, MD, PC
580 Avenue U
Seaside, OR 97138

Dear Dr. O'Donovan:

In response to your recent phone call, be assured that we Oregon National Guard personnel at Camp Rilea are totally supportive of your campaign to make U.S. Highway 26 a safer road to travel. All of us are well aware of the extremely dangerous driving conditions which exist, particularly the stretch of highway between Elderberry Inn and the summit which includes the Quartz Creek bridge.

I personally drive to and from the valley over this route an average of twice a week. I am extremely cautious in this area, but that is no defense against the car out of control which is driven by someone else. I have had several "close calls", as have many of the other people who work or train at Camp Rilea and live in the Portland area.

With the greatly increased use of Camp Rilea in the last several years, the probability of an accident involving our people rises accordingly. We feel something must be done on an immediate basis. As a minimum, flashing lights and better signing together with a lower speed limit as one approaches the bridge would help. A device which would at least inhibit the formation of ice could perhaps be built in the roadbed of the bridge itself, and the surface of the bridge might be roughened to provide better traction and braking capability in wet weather.

In these times of tight budgets at all levels of government we well realize the problems of the Highway Department in merely maintaining existing roads, but the things mentioned in the paragraph above might be accomplished within existing budget constraints. Obviously the long range solution must include rebuilding this whole section of road to include a new and wider bridge on a straight axis rather than on a curve as at present.

It is too bad that someone like yourself has to suffer a terrible accident before a problem such as this is brought into sufficient focus to obtain a solution. But, if in fact, a safer road comes from your efforts then perhaps your pain, suffering, and temporary

interruption of your career will not have been in vain. May I express my commendation and admiration for the campaign you have mounted, and I extend my best wishes for a full and speedy recovery.

Cordially,

Richard R. McCarter

RICHARD R. McCARTER
Brigadier General
Oregon National Guard Reserve
Post Commander-Camp Rilea

P.S. Similar signs and warning devices are also very much needed in the vicinity of Milepost 32 immediately east of the mountain lookout turnoff. This too has exacted its own toll over the years.

Seaside Volunteer Fire Department

851 Broadway
Seaside, Oregon 97138

LEARN NOT TO BURN

February 3, 1983

Dr. John E. O'Donovan
590 Avenue U
Seaside, Oregon

Dear Dr. O'Donovan:

We would like to help in your efforts to get something done to ameliorate the conditions which make Quartz Creek Bridge on Highway 26 into a death trap. Our concern will be obvious when it is explained that we have the duty of making rescue runs to that area carrying the Hurst rescue tool "Jaws of Life". Such runs take up to 45 minutes and frequently we are needed before we can get there. Anything that can be done to cut down on the number of accidents per year there would be just dandy with us.

Thank you for your efforts.

Very truly yours,

Jim Puckett

Jim Puckett, Chief

City of West Linn

4900 PORTLAND AVENUE
WEST LINN, OREGON 97068
PHONE (503) 656-4211

January 28, 1983

Oregon Department of Transportation
Highway Division
Traffic Safety Commission
325 13th Street, N.E., Suite 306
Salem, Oregon 97310

Dear Administrator,

It has been brought to our attention that an extremely hazardous condition exists on our State highways in Oregon.

On Highway 26 (Sunset Highway) approximately three miles east of Elsie (just west of the coast range pass), a resident of West Linn was recently injured in the vicinity of the Quartz Creek Bridge.

The accident has been written up in the Seaside and Astoria newspapers earlier this month. Citizens in that area are anxious to have a dangerous situation corrected. This has resulted in the recounting of recent history at Quartz Creek.

By reported accounts, since 1979, there have been 36 people injured, including our West Linn resident, and eight people killed. Of those injured, eight are now living as quadraplegics.

By account of one of our own members, who was driving the car involved in the latest accident, we strongly urge that this extremely dangerous situation be remedied.

Why has an area such as this been allowed to exist along a major arterial joining the Portland metropolitan area with the Oregon coast. We all know how much traffic traverses that route. What most people do not know is the danger that potentially awaits them.

Your attention to finding a satisfactory solution to this very unsafe section of road will be a real service to all the people of Oregon. Please eliminate this hazard at Quartz Creek on Highway 26.

Sincerely,
The West Linn Traffic Safety Commission

Barbara Hartfeil

BARBARA HARTFEIL, Chairman

George O. Tolman

GEORGE TOLMAN, Vice Chairman

/kj
cc: Darlene Hooley
Dr. John O'Donovan

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region I
9002 SE. McLOUGHLIN BLVD., MILWAUKIE, OREGON 97222 PHONE 653-3090

January 24, 1983

*In Reply Refer to File No.:

The Honorable Lucille Houston
Mayor, City of Cannon Beach
P.O. Box 368
Cannon Beach, OR 97110

Dear Mayor Houston:

The Highway Division has reviewed the accident conditions at the Quartz Creek Bridge and shares your concern over the number of accidents that are occurring. We plan to install additional warning signs and overlay the bridge deck to provide a more favorable surface texture. We believe this will have a favorable effect on the accidents on the bridge.

Your interest in highway safety is appreciated.

Sincerely,

M. W. Stovall

M. W. Stovall
Metro Region Maintenance Engineer

Form 734-1840

JOHN E. O'DONOVAN M.D.P.C.

PHYSICIANS and SURGEONS

Family Practice
General Surgery

580 Avenue U
Seaside, Oregon
738-5571

January 20, 1983

Senator Hanlon
State Capital Room S-218
Salem, OR 97210

COPY #9862

Dear Senator Hanlon:

I have a lot of things to tell you about the campaign to do something concerning the hazards on highway 26. I have obtained the support of all of the Mayors and City Council members in Clatsop county, General McCarter of the National Guard, and also a large support of the population.

Today John Dooley, retired Clatsop County Roadmaster, was in my office, plus the previous fire chief of Elsie, both of whom have had a great deal of experience with this section of highway. Mr. Dooley is going to write you or contact you directly very soon or if you wish, feel free to contact him first at 738-7429.

Congratulations on your appointments in the legislature. I will write you a longer letter soon.

Sincerely,

John E. O'Donovan, M.D.P.C.

JOD/HLC

Jan 13-'83

To: Dr. John O'Donovan:

Dear Sir:

I am Writing to you in regards to Canty Creek Bridge:
One Morning about 8 A.M. in Dec of '81 I was headed for Portland to do a Job, I got about one-third of the way across the Bridge and a car came at me and it was foggy + Black Ice, I slowed down barely Moving and the other car just Missed me head-on, and I would say he was going about 35 m.p.h. I surely agree with you that the State Highway dept should do something about this Matter but Soon, before it takes a few More lives, or serious Injures,
I am Chas. Delp - 2 hand Checked Painting in Seaside
Thank You!

Dec. 31, 1982

Dr. O'Donovan
580 Ave. U.
Seaside, OR.

Sir:

I am writing in regard to your request for accounts of accidents on Quantz Creek Bridge. On December 20, 1975, I was travelling to Portland on Highway 26 at approximately 7:15 in the morning just after sunrise. The air temperature was hovering at 32° F.; the sun had just risen when I left Cannon Beach on an extremely clear day. The road was dry.

When I arrived at the Elderberry Inn Restaurant, I encountered low fog. The Road, however, was extremely dry. I slowed to 45 mph. and proceeded. As my car passed onto the Quantz Creek Bridge travelling east, it instantly skidded on black ice and bounced from one side of the bridge to the other 4 times.

I was extremely shaken, but neither I nor my car was badly damaged. Due to the extremely slippery surface of the bridge, I could not get sufficient traction to move my car. Finally, by kicking with one ~~foot~~ out the door and accelerating with the other, I was able to get my car, a 1976 V.W., off the bridge. Visibility immediately above the bridge had been nil due to ~~a~~ thick fog.

I sat down on the side of the road and collected myself after reaching the side of the road and safety. As I sat by the roadside, a loaded log truck sped across the bridge where I had been stalled moments before.

May I add that as a 30 year frequent traveller of Highway 26, I consider the stretch of road from Elberry Inn to the summit to be an inordinately hazardous roadway due to frequent fogs, ice, poorly banked turns, and washed out sections.

I commend you on your endeavor and suggest that you contact Marv. Happel

in the Forest Grove area concerning his retrieval of wrecked cars from that area when he operated a towing service at the Seaside Junction (1960's I believe).

Thank you.

Sincerely,

Peter M. Smiley

/

Dr. O Donovan
580 Ave. U.
Seaside, Ore. 97138

Dec 24, 1982

Re. Quartz Creek Bridge

Dear Dr. O'Donovan,

Thank you for your efforts to correct the hazard on the Quartz Creek Bridge.

Last November I was a passenger when our car spun around 360 going 50 mph & fortunately didn't spin into another car but did damage to the drivers car & had to be towed to Portland.

Pavement appeared dry before the bridge. Traffic was moving well. We drove across the bridge going west & returned going east at 8:35 AM & spun out.

The bridge didn't appear icy. Joe the (Eldenton) Sewell Towing Driver said he keeps busy on that bridge. He

also said the highway dept
was asked to put a sign there
one time and they said there
was another sign regarding snow
at one time & they would n
put up another.

There was no sign the day
of the accident.

10 years ago we nearly
hit a lady standing by her
car ~~parallel to~~ broadside on
the bridge.

I'd favor a blinking light
with temperature control & sign
stating if frosty or not. Hazardous.
I've travelled other highway
dozens of times and it is the
worst hazard I know of and
I think the State is
grossly in error in not marking
or correcting the problem.

Joe would know of many such problems.

You certainly could do nothing about preventing the accident & have to suffer for the death of the boy as well as your own injuries.

** The State Police probably don't know but a fraction of the problem.

Let me know if you need further assistance!

Thanks for taking the initiative.

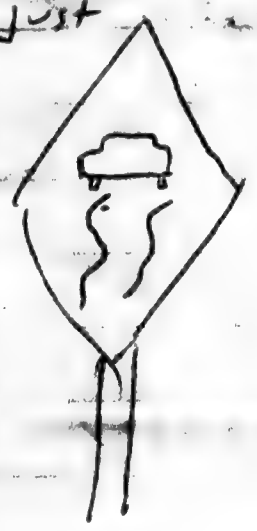
Ron Symms
3250 S.W. Ridgewood Ave.
Portland, Ore 97225
292-1445

The temperature at Elderberry Inn was 4° higher than at the bridge.

P.S.

12-25-82

A sign was placed on each side of the bridge showing slippery conditions * just recently.



Another sign saying EXTREME CAUTION WHEN TEMPERATURE BELOW 40° would be helpful - also a flashing yellow light activated by temperature gaye.

12/27/82

HERB PRASKEY
To: Seaside City Council

I would like to propose a resolution to be passed by the city council and a letter written to the State Highway dept.

In support of Dr. John O'Donovans concern and activity regarding the hazzards that exist on Highway 26 between milepost 24 and 25, the Quartz Creek bridge, and a section of Highway 26 between milepost 32 and 34, "deadmans curve":

copy #9862

The Seaside City Council should write a letter to the Oregon State Highway Dept. asking them to undertake action to put up warning signs, and if neccessary, flashing light at both ends of the Quartz Creek bridge at mileposts 24 and 25 on Highway 26 that would provide adequate warning to motorists of the extreme danger posed by icy conditions of the bridge and its approaches. The symbol sign currently in place is too late and not visible enough. Signs reccommending a reduced speed should also be placed in such a manner as to give motorists adequate time to slow down before encountering the bridge. This bridge has been the scene of numerous accidents in the past, many of them serious or fatal. Apparently no action has been taken to warn motorists of the dangers the bridge surface and curve poses when it is icy.This bridge can be covered with ice when the rest of the highway is only wet, or even dry.
The other section of Highway 26, between milepost 34 and 35, known as dead mans curve, requires improvement and construction and has been sorely neglected.
It has fairly adequate signs, but both approaches to the curve are dangerous, and the roadway on the curve is in terrible disrepair.

The State Higway Dept. at our last council meeting asked for reccommendations concerning needs of our roads, and I believe these two concerns are of prime importance. They affect the safety of residents of our area who use Hiway 26 as the main road to Portland.

Herb Praskey

Herb Praskey

Dr O'Donovan
handed to OTC
2/4/83

Department of Transportation

HIGHWAY DIVISION

Region 1

9002 SE. McLOUGHLIN BLVD., MILWAUKIE, OREGON 97222 PHONE 653-3090

December 27, 1982

In Reply Refer to
File No.:

Mrs. John A. Miller
2087 Fernwood Street
Seaside, OR 97138

Subject: Traffic Hazard
Sunset Highway @ Quartz Creek Bridge
U.S. 26, Highway No. 47

The Highway Division has reviewed the accident conditions at the subject location. We too are concerned about the number of accidents occurring and are proceeding to install some advance warning signs. These will be installed in the very near future. We will also proceed with a more detailed investigation to see if additional signing or other type improvements may be in order.

Thank you for letting us know your concern about safety hazards on the state highway system.

RONALD W. FAILMEZGER, P.E.
Traffic Operations Supervisor

hw

cc: Mike Stovall

one small inadequate sign was placed at each end of the bridge after Dr. O'D's accident ~~after~~ ~~mrs miller's letter~~
* see mr signs PS

**

Dr. O'Donovan

I'm writing in reference to your article in The Leader Signal about the Pearl Creek Bridge. I travel this highway 26 at least twice a week for about 14 years, I agree with you about the hazard. One morning I was going east and a station wagon just coming from the opposite end of the bridge and slid toward me side ways. Lucky for me he straightened up before he

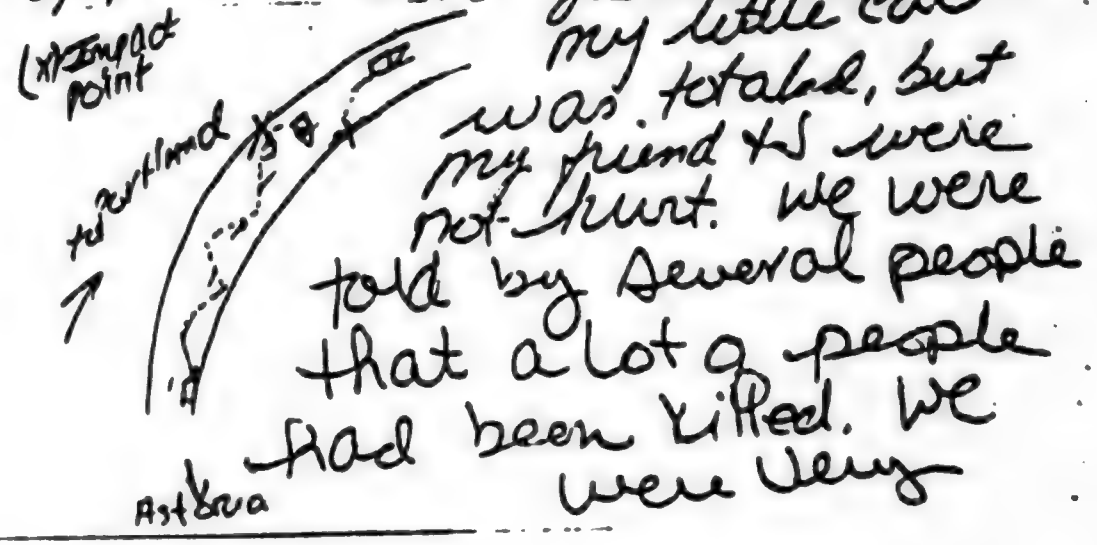
Thomas Moore
Eagle, Maine
738-5116

After we had a low tide
up here, the sun had
come out melted the
ice. Little cars were just
zipping along across the
bridge like nothing was
wrong. The fog that lifted
and was no longer a problem.

I saw the article in
the paper and thought I'd
let you know, that I, too,
hit the bridge.

Heidi Vortek
1400 w marine #67
Astoria, OR 97103
325-4263

And I live in astoria too.
Just over a year ago my girl-
friend and I were on our
way home for Thanksgiving. The
roads were fine, but when we
hit the bridge we slid. It
was about 7:30 am. We hit black
ice not 50 feet across it we
slid sideways, just to the left
then the right finally smashing
into the guardrail on the
opposite side of the road.



my little car
was totaled, but
my friend & I were
not hurt. We were
told by several people
that a lot of people
had been killed. We
were very

February 11, 1983

Rudolph Johnson
Service Club Council
2480 Queen Street
Seaside, OR 97138

The Quartz Creek Bridge Section of the Sunset Highway will be the subject of a discussion at the February 14 meeting of the Transportation Commission. The meeting is scheduled to start at 2 p.m. in the Main Conference Room of the Transportation Building in Salem.

I am informed that the Highway Division plans to resurface the bridge with a new material which inhibits ice formation. Since this material can be applied only in warm weather, it will be summer before the Highway Division can go to contract with this project.

To provide some protection for the remainder of this winter, the Highway Division plans to install a temperature-actuated warning sign to advise motorists of possible icing conditions on the bridge. It is expected that this sign will be installed by the end of this month.

These plans could be changed as a result of the commission meeting. You may wish to attend this meeting which is open to the public. Testimony is welcome.

Sincerely,

Victor Atiyeh
Governor

VA:bb

bc: Highway Division

cy Jv Dickson 2/22

RECEIVED
STATE HWY ENGR
FEB 22 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

01472

DOT

Seaside Service Club Council

Seaside, Oregon 97138

RECEIVED
FEB 2 1983
Governor's Office

Governor Victor Atiyeh
254 State Capitol Bldg.
Salem, Ore. 97310

...o prepare a response
...e Governor's signature
by 2-15-83
Thank you.

use some letter as 11 sc sent 2-4.

Dear Sirs:

On behalf of the Seaside Service Club Council, a group comprising some twelve organizations in the community that are concerned with the welfare of this community; we strongly urge you to do something that will make the Quartz Creek Bridge area, Dead Man's Curve and in fact the whole of Hwy 26 from the Tillammok junction to Seaside a safer highway.

I personally travel the route many times a year on business in Portland, and to see family there and find it one of the worst sections of highway, for the usage, that I know of in the state.

Many of us have lost a friend thru death, or suffered with a friend because of injuries who have traveled Hwy 26, and have had accidents.

We urge you to use the powers of your office to upgrade Hwy 26.

Sincerely,

Rudolph Johnson
Service Club Council

Seaside Junior Chamber of Commerce
Seaside J.C. ettes
Seaside Kiwanas Club
Seaside Lions Club
Seaside Rotary Club
Seaside Chamber of Commerce
Seaside Business and Professional Women
Seaside Parks and Recreation District
The City of Seaside
Seaside Kids Inc.
Seaside Lioness Club
Seaside Animal Haven

RECEIVED
STATE HWY ENGR
FEB 8 '83
REFER TO
FOR
Info | Issues | R/D | D/R | Sign | Act | File

RECEIVED
DOT DIRECTOR
FEB 4 '83
REFER TO
Bell
FOR
Info | Issues | R/D | D/R | Sign | Act | File

GENERAL FILES

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic

PRO 6

TO: H. S. Coulter
State Highway Engineer

DATE: February 8, 1983

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Title II Hazard Elimination Project
Sunset Highway
M.P. 24.20

A project has been requested to install an experimental skid resistant overlay on the Quartz Creek Bridge on the Sunset Highway. Verbal approval for use of this material has been received from the Federal Highway Administration. Construction will be by contract with all phases of engineering being performed by State Forces.

As an interim measure, State Forces will install a thermostatically controlled part-time restriction sign which will be actuated when icy conditions are detected.

In summary:

Jurisdiction	Project Name	Total Cost	Federal Funds	State Funds
State	Sunset Highway at Quartz Creek Bridge Clatsop County	$130,000	$117,000	$13,000

The project has been investigated and is eligible for funding under the Title II, Hazard Elimination Program. We recommend your approval and request that you authorize this project under delegated authority.

L. E. George
Traffic Engineer

RHB:ds
Attachments

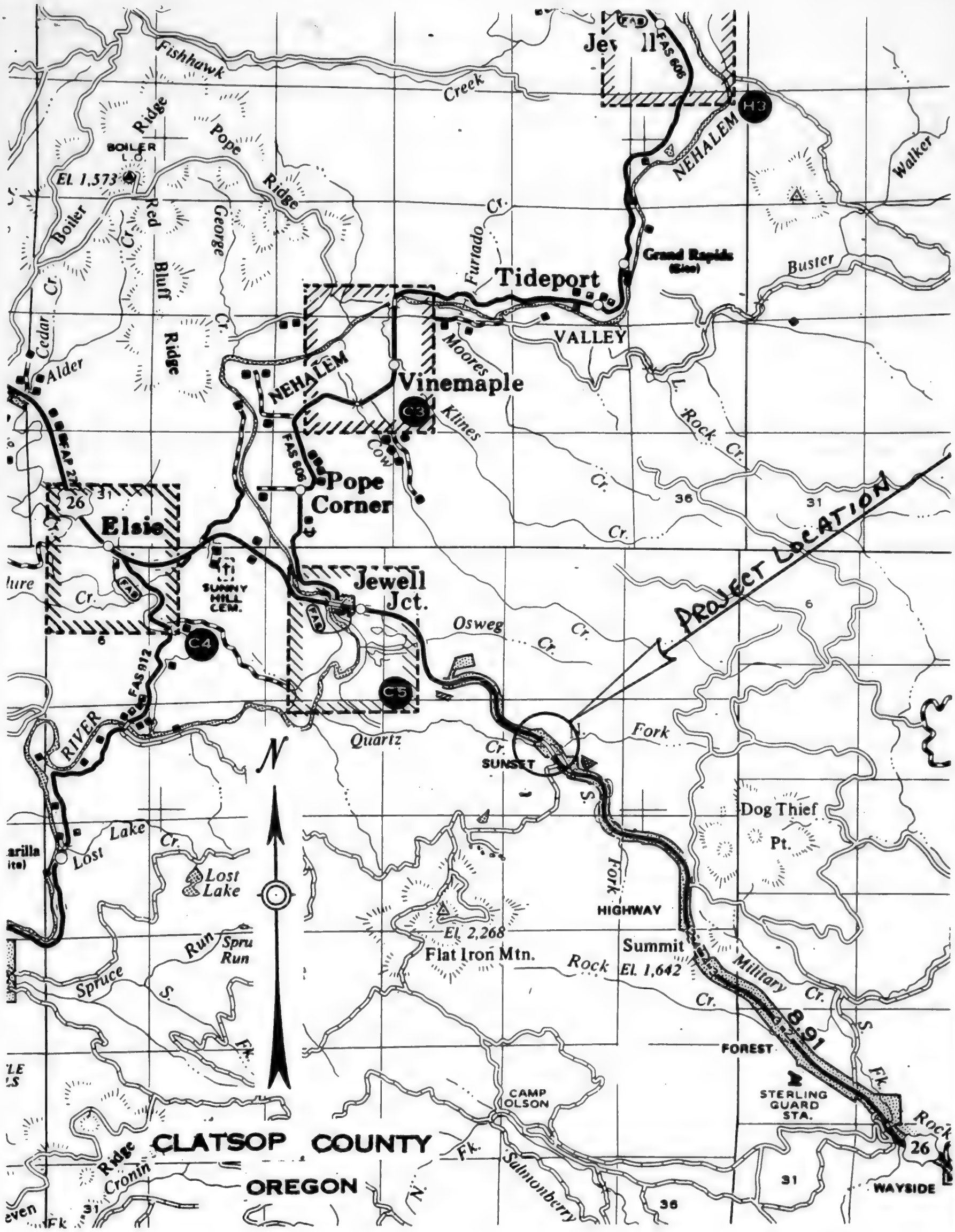
APPROVED:

State Highway Engineer

Date: 2/10/83

25-1387

Contains Recycled Materials


Fishhawk
Creek
Jewell
FAS 606
H3
NEHALEM
Walker
Ridge
Pope
Ridge
BOILER
L.O.
EL. 1,573
Boiler
Cr.
Red
Bluff
Cr.
George
Ridge
Furtado
Cr.
Tideport
Grand Rapids
(Elev.)
Buster
Cedar
Cr.
Alder
Ridge
NEHALEM
Moores
VALLEY
Vinemaple
C3
Klines
Cow
Cr.
L. Rock Cr.
FAS 606
Pope
Corner
FAP 27
26
31
Elsie
Cr.
36
31
Cr.
PROJECT LOCATION
SUNNY
HILL
CEM.
Jewell
Jct.
Osweg
Cr.
6
C4
C5
FAS 912
RIVER
Quartz
Cr.
SUNSET
N. Fork
S.
Dog Thief
Pt.
Lake
Cr.
Lost
Lost
Lake
Fork
HIGHWAY
El. 2,268
Flat Iron Mtn.
Summit
El. 1,642
Rock
Cr.
Military
Cr.
8.91
Run
Spruce
S.
Fk.
FOREST
CAMP
OLSON
STERLING
GUARD
STA.
Rock
Fk.
26
CLATSOP COUNTY
OREGON
Ridge
Cronin
Fk.
Salmonberry
N.
31
36
WAYSIDE

GENERAL FILES

February 4, 1983

CON

Rudolph Johnson
Service Club Council
2480 Queen Street
Seaside, OR 97138

ccipt #9862

Your letter to Fred Klaboe concerning the Quartz Creek Bridge area on the Sunset Highway has been referred to me for reply.

We are also concerned about this section of highway, and thanks to technological advances hope to have an answer to the icing problem. Plans are to resurface the bridge with an experimental material which inhibits the formation of ice. This material cannot be applied in the winter, so it will be spring or summer before we can go to contract on the project.

In the meantime, plans are to erect a temperature actuated active-warning sign to warn motorists of possible icing conditions. It is expected this sign will be installed before the end of this month.

Thank you for bringing your concerns about this matter to our attention. For your information, Mr. Klaboe retired at the end of 1981 at which time Fred D. Miller was appointed Director of the Transportation Department.

H. S. Coulter
State Highway Engineer

HSC:ia

bc F. D. Miller
W. E. Schwartz
E. L. Hardt

Seaside Service Club Council

2480 Queen St.

Seaside, Oregon 97138

Dept. of Transportation
Fred B. Klaboe, Director
135 Transportation Bldg.
Salem, Ore. 97310

Dear Sirs:

On behalf of the Seaside Service Club Council, a group comprising some twelve organizations in the community that are concerned with the welfare of this community; we strongly urge you to do something that will make the Quartz Creek Bridge area, Dead Man's Curve and in fact the whole of Hwy 26 from the Tillammok junction to Seaside a safer highway.

I personally travel the route many times a year on business in Portland, and to see family there and find it one of the worst sections of highway, for the usage, that I know of in the state.

Many of us have lost a friend thru death, or suffered with a friend because of injuries who have traveled Hwy 26, and have had accidents.

We urge you to use the powers of your office to upgrade Hwy 26.

Sincerely,

Rudolph Johnson
Service Club Council

Seaside Junior Chamber of Commerce
Seaside J.C. ettes
Seaside Kiwanas Club
Seaside Lions Club
Seaside Rotary Club
Seaside Chamber of Commerce
Seaside Business and Professional Women
Seaside Parks and Recreation District
The City of Seaside
Seaside Kids Inc.
Seaside Lioness Club
Seaside Animal Haven

RECEIVED
STATE HWY ENGR
FEB 2 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
DOT DIRECTOR
FEB 1 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

9688

S

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: HES-27(-)
Quartz Creek MP-24.15

Date: February 4, 1983

From: Division Administrator

Reply to Attn. of: HPD.1-OR

To: Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division

In response to a verbal request from Mr. Glen Clark on February 4, 1983, we concur in the advance purchase of part time restriction (PRT) signs to be used at the subject location. Reimbursement for these materials will be made when incorporated in an approved construction project.

for D. K. Hassmer
Dale E. Wilken

cc:
OSHD (D. E. Swan, Proj Mgt)
OSHD (Glen Clark, Tr)

NOTED
H.S.COULTER

RECEIVED
STATE HWY ENGR
FEB 8 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

bc Fred D. Miller — J. L. Sollis
R. W. Carmsen — J. H. Versteeg
E. S. Hunter — L. E. George
W. E. Schwartz — V. E. Skoog
Robert N. Bothman — E. L. Hardt
C. T. Keasey — George Bell

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

DATE: February 3, 1983

TO: Oregon Transportation Commission

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Traffic Conditions
Quartz Creek Bridge
Sunset Highway No. 47, M.P. 24.15
Clatsop County

RECEIVED
STATE HWY ENGR
FEB 4 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

TRA
NOTED
W. E. SCHWARTZ

A recent fatal accident on the Quartz Creek Bridge on the Sunset Highway near Mile Point 24 has generated considerable interest among residents along the northern coast. One of these accidents involved Dr. John E. O'Donovan, a resident of Seaside. He has asked for and been provided with a 15 minute spot on the agenda for 3:15 p.m. Several other officials and private citizens have corresponded and Dr. O'Donovan will represent them.

A safety review conducted by Highway Division staff indicates that in the past six years, there have been 16 reported accidents at this location. One of these involved a fatality; five involved injuries (15 people injured); and the remaining ten accidents were property damage only. All 16 accidents involved ice or snow on the roadway.

We are currently processing documents to obtain Federal Highway Administration funding to overlay the Quartz Creek Bridge with an experimental material (Verglimit) which inhibits the formation of ice. It is anticipated that this material will last approximately ten years and will end, or greatly reduce, the number of ice-related accidents on the structure. Since this material cannot be applied in the winter, we are proceeding with installation of a temperature actuated active-warning sign to warn motorists when climate conditions exist which tend to cause ice formation. It was hoped that this installation would be made immediately, but commerical electrical power is not available near the site. Alternate portable power sources are being considered with possible completion before the end of February 1983.

Also being investigated is the proper drainage of spring and surface water in the immediate area that might tend toward the formation of ice.

Form 734-3123

January 25, 1983

The Honorable Lucille Houston
Mayor of Cannon Beach
P.O. Box 368
Cannon Beach, OR 97110

The Highway Division informs me that it has been studying ways to solve the icing problem at Quartz Creek Bridge on the Sunset Highway (US26).

With technological advances, it believes it has an answer. This summer, the Division plans to overlay the bridge roadway surface with a special covering. This covering will contain a substance that inhibits the formation of ice.

In addition, the Division is studying the possibility of installing sensors which will light up a sign board informing motorists of icing conditions.

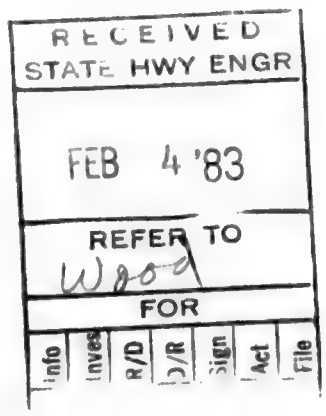
Thank you for bringing your concerns about this matter to my attention.

Sincerely,

Victor Atiyeh
Governor

VA:bb

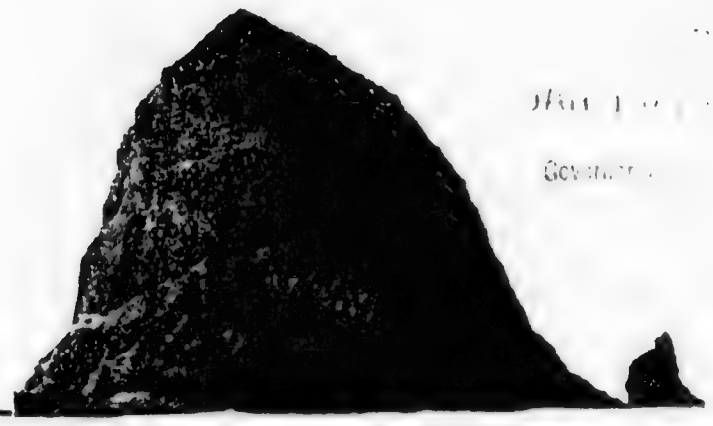
bc: Highway Division



OK
2/8

01201

CITY OF CANNON BEACH



"The Beach of a Thousand Wonders"

P. O. BOX 368
CANNON BEACH
OREGON 97110

PLEASE RETURN
ORIGINAL LETTER

Please prepare response
for the Governor's signature
1-25

January 12, 1983

The Honorable Victor Atiyeh
Governor of Oregon
State Capitol
Salem, Oregon 97310

Dear Governor Atiyeh:

Much has already been said and written about the very dangerous situation that exists at the Quartz Creek Bridge on Highway 26, west of Portland. We will not reiterate that, but do wish to relay our concerns to you. Surely the Department of Transportation can arrive at a solution to the extremely hazardous problems posed for life and property at that site.

We ask you to urge the Department of Transportation to address this on an emergency basis. Needless to say, saving one life justifies immediate action.

Thank you.

Sincerely,

Lucille Houston
Mayor

LH:ka
cc: Dr. John E. O'Donovan

1/18 (RD)

RECEIVED
DOT DIRECTOR
JAN 17 '83
REFER TO
FOR
Info | Inv. | R/D | D/R | Sign | Act | File

TRA 23

January 21, 1983

John E. O'Donovan, M.D. P.C.
580 Avenue U
Seaside, Oregon 97138

The following is in reply to your letter of January 11 concerning the area near the Quartz Creek Bridge on the Sunset Highway. As mentioned, we have received several letters from individuals and governmental bodies regarding this same area.

As indicated to you in a recent letter from L. E. George, State Traffic Engineer, we are currently investigating this section for possible improvement. We are seeking Federal Highway Administration approval to overlay the Quartz Creek Bridge with a special deicing material and we are proceeding with plans to install temperature-actuated warning devices.

Your letter offered to loan Mr. George documents that we feel would be of assistance in our further investigation of this section of highway.

We appreciate any data that local citizens may have pertaining to conditions they encounter on our highways. Please forward the information to L. E. George, Traffic Engineer, Room 504-A, Transportation Building, Salem, OR 97310, for review and incorporation in the study.

We will keep you informed of our findings and of any planned improvements at this location.

H. S. Coulter, P.E.
State Highway Engineer

DW:kkr st

bc E. S. Hunter
E. L. Hardt
L. E. George

JOHN E. O'DONOVAN M.D.P.C.

PHYSICIANS and SURGEONS

Family Practice
General Surgery

580 Avenue U
Seaside, Oregon
738-5571

January 11, 1983

Mr. L. E. George
Traffic Engineer
Department of Transportation
Highway Division
9002 SE McLoughlin Boulevard
Portland, OR 97222

Dear Mr. George:

I appreciated the receipt of your letter dated January 6, 1983. The highway department should have received letters and recommendations from all of the local city councils and various organizations, including the Oregon National Guard officials by now.

I also understand that the Governor was to be contacted, plus Les Aucoin and State Senator Hanlon, among others.

Before having been invloved in the accident described previously, I have spent the best part of 21 years taking care of multiple serious and fatal accidents which have occurred on that stretch of highway. I and the local citizenery are looking at a long period of death and destruction. As yet, I have not heard from a single state official who is aware of the real problem. Several experienced road builders and local citizens have pointed it out to me, plus a number of other gross defects, which I will forward to you later.

There has also been a series of local (county) newspaper articles about the problem. I will forward them to you if requested. The problem is greater and larger than you all appreciate.

Sincerely,

John E. O'Donovan

John E. O'Donovan, M.D.P.C.

JOD/HLC

RECEIVED
JAN 14 1983
TRAFFIC ENGINEERING

NOTED
DWAYNE HOFSTETTER

L. E. GEORGE

File No. _____
Rd. No. 47 M.P. 24.20
City of _____
Streets _____
Rural _____ Urban _____

January 6, 1983

TRA 23

Dr. John E. O'Donovan
580 Avenue U
Seaside, OR 97138

A copy of your letter to Clatsop County Sheriff Bondietti, dated December 16, 1982, has been forwarded to this office.

The Quartz Creek Bridge on the Sunset Highway is under investigation for possible improvement at this time. The road surface on this structure, as well as many other structures throughout the State, ices up much faster than adjoining sections of roadway. This is due to the fact that bridges have two surfaces that lose heat while sections of adjoining roadway have only one surface in which to lose heat. Therefore, the structures cool faster and ice forms on them before it does on the adjoining roadways.

A recent development in road surfacing materials may be helpful. This new material inhibits the formation of ice; it acts somewhat similar to applying salt to ice. We are planning to apply this material to a structure in the Mount Hood area this spring on an experimental basis. We are currently seeking Federal Highway Administration approval to apply this material to the Quartz Creek Bridge. Until we are able to apply this material to the bridge, we will post warning signs of the possibility of ice in this area.

In regard to your request for a chart showing accidents on the section of highway in the vicinity of the Quartz Creek Bridge, I am including an accident listing for this section for 1981 and the first seven months of 1982. Our records do not support the information given to you by Mr. Bittner. There are many urban and rural sections of State highway with a substantially higher number of reported accidents and substantially higher accident rates (number of accidents per million vehicle miles traveled).

Thank you for your letter concerning highway safety. We always appreciate it when the motoring public points out areas of our system where they are experiencing problems.

[illegible] for L. E. George

L. E. George
Traffic Engineer
DW:kkr
Enclosures

NOTED
DON WAGNER

bc: E. L. Hardt
W. W. Geibel
J. R. Phillips
Sheriff Bondietti

NOTED
DWAYNE HOFSTETTER

NOTED
VERNON L TABERY

OREGON STATE HIGHWAY DIVISION — Traffic Engineering Section

MOTOR VEHICLE ACCIDENT LISTING

City _____
County CLATSOP
Street _____
Hwy. No. 47 Rte. No. US-26
From (M.P.) 23.00
To (M.P.) 27.00
Fr. 1/1/81 To 7/31/82

Compiled by R. J. P.
Date 1-3-83

	COLLISION TYPE												ALL COLLISIONS	CLASSIF.			Persons Killed	Persons Injured	REMARKS
	Angle	Head-on	Rear-end	Sideswipe Meeting	Sideswipe Overtaking	Turning	Parking	Non-Collision	Fixed-Object	Pedestrian	Backing	Miscellaneous		Fatal	Non-Fatal	Prop. Damage			
MP 23.00 TO M.P. 23.99																			
1981			1						1				2		1	1		2	
JAN.-JULY 1982		1							1				2		1	1		3	
TOTAL		1	1						2				4		2	2		5	
M.P. 24.00 TO M.P. 24.99																			
1981		1		1		1			5				8		5	3			
JAN.-JULY 1982	1	1		2					1				5		1	4		2	
TOTAL	1	2		3		1			6				13		6	7		9	

TF Drw'g No 5430

OREGON STATE HIGHWAY DIVISION — Traffic Engineering Section

MOTOR VEHICLE ACCIDENT LISTING

City _____
County CLATSOP
Street _____
Hwy. No. 47 Rte. No. US 26
From (M.P.) 23.00
To (M.P.) 27.00
Fr. 1/1/81 To 7/31/82

Compiled by D.J.D
Date 1-3-83

	COLLISION TYPE												ALL COLLISIONS	CLASSIF.			Persons Killed	Persons Injured	REMARKS
	Angle	Head-on	Rear-end	Sideswipe Meeting	Sideswipe Overtaking	Turning	Parking	Non-Collision	Fixed-Object	Pedestrian	Backing	Miscellaneous		Fatal	Non-Fatal	Prop. Damage			
M.P. 25.00 TO M.P. 25.99																			
1981									1				1		1			1	
JAN.-JULY 1982													0						
TOTAL									1				1		1			1	
M.P. 26.00 TO M.P. 27.00																			
1981								1	1			1	3			3			
JAN.-JULY 1982		1						1					2		1	1		1	
TOTAL		1						2	1			1	5		1	4		1	
GRAND TOTAL	1	4	1	3		1		2	10			1	23		10	13		16	

T.E. Drw'g. No. 5430

OREGON STATE HIGHWAY DIVISION — Traffic Engineering Section

MOTOR VEHICLE ACCIDENT LISTING

City _____
County CLATSOP
Street _____
Hwy. No. 47 Rte. No. US-26
From (M.P.) 23.00
To (M.P.) 27.00
Fr. 1/1/81 To 7/31/82

Compiled by D.G.P.
Date 1-3-83

1981 MP.	Angle	Head-on	Rear-end	Sideswipe Meeting	Sideswipe Overtaking	Turning	Parking	Non-Collision	Fixed-Object	Pedestrian	Backing	Miscellaneous	ALL COLLISIONS	CLASSIF. Fatal	Non-Fatal	Prop. Damage	Persons Killed	Persons Injured	REMARKS
23.65									1				1		1			2	
23.80			1										1			1			
24.23									3				3			3			
24.31				1									1		1			1	
24.48									1				1		1			1	
24.60									1				1		1			1	
24.67						1							1		1			3	
24.90		1											1		1			1	
25.00									1				1		1			1	
26.00									1				1			1			
26.57								1					1			1			
26.84												1	1			1			
1981 TOTAL		1	1	1		1		1	8			1	14		7	7		10	

T.E. Drw'g. No. 5430

OREGON STATE HIGHWAY DIVISION — Traffic Engineering Section

MOTOR VEHICLE ACCIDENT LISTING

City _____
County CLATSOP
Street _____
Hwy. No. 47 Rte. No. US-26
From (M.P.) 23.00
To (M.P.) 27.00
Fr. 1/1/81 To 7/31/82

Compiled by DJD
Date 1-3-83

	COLLISION TYPE												ALL COLLISIONS	CLASSIF.			Persons Killed	Persons Injured	REMARKS
	Angle	Head-on	Rear-end	Sideswipe Meeting	Sideswipe Overtaking	Turning	Parking	Non-Collision	Fixed-Object	Pedestrian	Backing	Miscellaneous		Fatal	Non-Fatal	Prop. Damage			
JAN.-JULY 1982 MP.																			
23.60		1											1		1			3	
23.80									1				1			1			
24.20		1		1									2		1	1		2	
24.22	1								1				2			2			
24.40				1									1			1			
26.73		1											1		1			1	
27.00								1					1			1			
7 MOS 1982 TOTAL	1	3		2				1	2				9		3	6		6	
GRAND TOTAL	1	4	1	3		1		2	10			1	23		10	13		16	

TE Drw'g No 5430

File No.
Rd. No. 47 M.P. 24.20
City of
Streets PRO 6
Rural Urban

Highway - Traffic

January 4, 1983

E. L. Hardt
Metro Region Engineer

L. E. George
Traffic Engineer

Project Investigation
Title II Hazard Elimination Program
Sunset Highway at Quartz Creek Bridge
M.P. 24.20
Clatsop County

During the investigation of the proposal to overlay the subject bridge with a skid resistant pavement and add temperature activated warning signs to the approaches, it was determined that the nearest electrical source is approximately 0.75 mile away. The power company estimates that cost to provide electrical service is $5,000 to $8,000.

The accident history at this location indicates that a project in the $200,000 area can be justified.

If you wish to proceed with the activated signs, please submit Force Orders covering the power company's cost and the sign installation work by State Forces.

We will then prepare the necessary paperwork for a contract project for the overlay. Federal Highway Administration approval of the force work is estimated to be two weeks from the day we receive the Force Orders.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer

RHB:ds

cc: W. W. Geibel

NOTED
DWAYNE HOFSTETTER

NOTED
VERNON L TABERY

NOTED
DON WAGNER

NOTED
RICHARD BLADORN

Department of Transportation

HIGHWAY DIVISION

Region 1

9002 SE. McLOUGHLIN BLVD., MILWAUKIE, OREGON 97222 PHONE 653-3090

December 27, 1982

In Reply Refer to
File No.:

Mrs. John A. Miller
2087 Fernwood Street
Seaside, OR 97138

Subject: Traffic Hazard
Sunset Highway @ Quartz Creek Bridge
U.S. 26, Highway No. 47

The Highway Division has reviewed the accident conditions at the subject location. We too are concerned about the number of accidents occurring and are proceeding to install some advance warning signs. These will be installed in the very near future. We will also proceed with a more detailed investigation to see if additional signing or other type improvements may be in order.

Thank you for letting us know your concern about safety hazards on the state highway system.

RONALD W. FAILMEZGER, P.E.
Traffic Operations Supervisor

hw

cc: Mike Stovall

bc: Bud George
Bill Geibel

RECEIVED
DEC 29 1982
TRAFFIC ENGINEERING

L. E. GEORGE

Form 734-1840

VICTOR ATIYEH
GOVERNOR

Department of State Police

PUBLIC SERVICE BUILDING, SALEM, OREGON 97310

December 27, 1982

John E. O'Donovan, M.D.P.C.
580 Avenue U
Seaside, Oregon 97138

Your letter dated December 16, 1982 to Clatsop County Sheriff Bondietti was mailed to our Department and we are therefore acknowledging your letter.

From your letter, we understand your primary concern is the hazard on U.S. Highway 26 in the Quartz Creek Bridge area, particularly the necessity of proper warning signs for motorists.

The authority for engineering and maintenance of state highways falls with the Highway Division of the Oregon Department of Transportation. For that reason we are forwarding your letter to the Highway Division's Traffic Engineering Section.

Sincerely,

John C. Williams, Superintendent

By J. R. Phillips

J. R. Phillips, Captain
Traffic Division

Copy to

L. E. George, Highway Division, Traffic Engineer Section
Sheriff Bondietti, Clatsop County Sheriff's Office
Major Witt
Lt. K. A. Phillips, Astoria

al

RECEIVED
DEC 29 1982
TRAFFIC ENGINEERING

NOTED
L.E. GEORGE

NOTED
DWAYNE HOFSTETTER

HHT
24.20

December 23, 1982 TRA 3-5

Gene Dilkes
Seaside Signal
P. O. Box 848
Seaside, Oregon 97138

In response to your recent request, enclosed is an accident listing summarizing accidents that occurred on the Sunset Highway, US 26, at and near the Quartz Creek Bridge. This is from mile post 23.15 to mile post 25.30 and is for the period September 1, 1979 through August, 1982.

The enclosed straight line chart shows the mile posts for the bridge and other points along the highway.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer
CIV/dcb
Enclosures

bc: E. L. Hardt

NOTED
C.I. VISTICA

NOTED
[illegible] L. TABERY

OREGON STATE HIGHWAY DIVISION

Traffic Engineering

Accident Decoding Request

Requested by: Bud Date: 12-17-82

Office Location: Office

For CIV to prepare LEG Transmittal to:

Gene Dilkes
Seaside Signal
P.O. Box 848
Seaside, Ore 97138
be E.O. Fredrickson
& L. Hanak

Diagram: _____ Listing: 1

Period From Sept 1, 79 to Aug 31, 82

City: _____

County: Clatsop

State Highway Number: 47 Route #: US 26

On Roadway: Sunset Hwy

At Intersection of: (M.P.) _____

For Section From: (M.P.) 23.15 23.15 Begin Bridge } Quarty Creek
24.30 End Bridge }

To: (M.P.) 25.30

Special Instructions: Show on listing, mile point, etc.
Also, include copy of S.L. Chart sheet 1 of 5, Hwy 47.

Target Date: 12-22-82

CDV
12-17-82

33acc

12-22-82 SC

Form 734-3049 (Rev. 2-79)
OREGON DEPARTMENT
OF TRANSPORTATION

TABULATION SHEET

SHEET ..... OF ..... SHEET

IE-22-82 SC

Clatsop

SUNSET Hwy
47 - US 26
MP 23.15 to 25.30
9-1-79 to 8-31-82

Year	Milepoint	Date Time	Weather Surface Light	Collision Type	Object Struck	Direction of Travel	Number of Vehicles	No. of Prop Kill	No. of Prop Inj
From 9-1 1979	23.40	11-23 6 PM	Fog Wet Dark	HO		WBD EBD	2 cars	3	5
	23.50	7-6 3 AM	Clear Dry Dark	FO	Ditch	WBD	1 car		3
	23.50	8-15 12 NOON	Cloudy Dry Day	HO		EBD WBD	2 cars	2	4
	25.22	2-21 12 MID	Cloudy Icy Dark	FO	unknown	WBD	1 car		1
	total for 1979 is 4 acc.							5	13
1980	23.40	1-29 4 AM	Clear Dry Dark	FO	Ditch	EBD	1 car	2	
	24.00	9-5 10 AM	Clear Dry Day	FO	Sign	WBD	1 car		1
	24.23	3-24 5 AM	Cloudy Icy Dark	FO	Bridge rail	EBD	1 car		1
	24.25	3-15 12 NOON	Snow Icy Day	FO	curb	WBD	2 cars		
	24.31	11-10 10 AM	Cloudy Icy Day	RE		EBD	2 cars		
	24.52	12-7 1 PM	Clear Icy Day	FO	Ditch	EBD	1 car		4
	24.80	1-14 7 AM	Snow Snow Day	SS-M		WBD SBD	2 cars		
	25.00	7-7 2 AM	Clear Dry Dark	FO	UNKNOWN	EBD	1 car		2
	25.00	9-14 9 PM	Clear Dry Dark	MISC	[illegible]	WBD	1 car		
	25.10	10-17 8 PM	Clear Dry Dark	SS-M		WBD EBD	2 cars		
	total for 1980 is 14 acc.							2	8
1981	23.65	2-4 11 AM	Clear Dry Day	FO	Unknown	EBD	1 car		2
	23.80	5-23 11 AM	Clear Dry Day	RE		WBD	2 cars		
	24.23	1-29 9 AM	Fog Icy Day	FO	Bridge rail	EBD	1 car		
	24.23	2-25 7 AM	Fog Icy Dawn	FO	Bridge rail	EBD	1 car		
	24.23	11-25 8 AM	Cloud Icy Dawn	FO	curb	EBD	1 car		
	24.31	11-27 9 PM	Clear Icy Dark	SS-M		EBD WBD	2 cars		
	24.48	12-11 8 PM	Clear Icy Dark	FO	Ditch	WBD	1 car		1

Form 734-3049 (Rev. 2-79)
OREGON DEPARTMENT
OF TRANSPORTATION

TABULATION SHEET

SHEET ..... OF ..... SHEETS

Clatsop — SUNSET HWY — 12-22-82 SC

47-US 26
MP 23.15 to 25.30
9-1-79 to 8-31-82

Year	Milepoint	Date Time	Weather Surface Light	Collision Type	Object Struck	Direction of Travel	Number of Vehicles	No. of People Kill	No. of People Inj
(Contd) 1981	24.60	12-20 10 AM	Fog Icy Day	FO	Ditch	ECD	1 car		1
	24.67	7-8 4 PM	clear Dry Day	Turn		WBD W-N	2 cars		3
	24.90	12-27 5 PM	Snow Snow Day	HO		WBD EBD	2 cars		1
	25.00	12-29 7 PM	clear Icy Dark	FO	Ditch	EBD	1 car		1
	total for 1981 is 11 acc								9
Thru 8-31 1982	23.60	1-8 4 PM	Fog Snow Day	HO		EBD WBD	2 cars		3
	23.80	2-13 4 AM	Rain Wet Dark	FO	Ditch	WBD	1 car		
	24.20	3-29 8 AM	Fog Icy Day	HO		WBD EBD	2 cars		2
	24.20	3-29 7 AM	clear Icy Day	SS-M		EBD WBD	2 cars		
	24.22	1-19 11 AM	clear Icy Day	FO	Bridge rail	WBD	1 car		
	24.22	1-17 11 AM	clear Icy Day	ANGLE		EBD SBD	2 cars		
	24.34	7-30 5 PM	cloudy Dry Day	NC		WBD	1 Truck		1
	24.40	5-23 11 AM	clear Dry Day	SS-M		WBD SBD	2 cars		
	total for 8 Mos 1982 is 8 acc.								6

JOHN E. O'DONOVAN M.D.P.C.

PHYSICIANS and SURGEONS

Family Practice
General Surgery

580 Avenue U
Seaside, Oregon
738-5571

December 16, 1982

Sherriff Bontitte
General Headquarters
Oregon State Highway Patrol
3700 SE 92nd Avenue
Portland, OR 97266

24.15 - 24.30

Dear Sherriff Bonditte:

Approximately one month ago, I was nearly killed in a motor vehicle accident on Quartz Creek Bridge on Highway 26. I've been practicing medicine in Seaside for 21 years and I've taken care of many accidents that have occurred in and around the area.

This bridge area is extremely hazardous. I've been contacted by highway construction men, highway patrolmen, ex-state policemen and other accident victoms, all of whom have pointed out many additional hazards. Some of them I was unaware of even after 21 years.

I feel the State has a moral obligation to warn strangers to this road of the many dangers.

I would appreciate a response at your earliest convenience regarding the concern of a great many people in the area. Are you the proper person to contact to initiate corrective measures?

Sincerely,

John E. O'Donovan

John E. O'Donovan, M.D.P.C. HLC

JOD/HLC

P.S. Mr. Bittner, our local F.B.I. agent tells me that the bridge area, and for several miles in each direction from the bridge, represents the worst stretch of road involved in motor vehicle accidents in the State of Oregon. He told me to request a chart or map from your office demonstrating this.

L. E. GEORGE

OM MRE OE PPM CE
TOS RECEIVED ME
US DEC 15 1982 PDM
CSA Metro Region TAM
SO PA EM BUD LM

DISTRICT 2-A
DEC 16 1982
DE ABE PDM STC

Mike Stoval
Regional Maintenance Eng.
State Hwy. Dept.

I am very concerned about the fatal and near fatal accidents, that have occurred on the Quartz Creek bridge, on Hwy.26.

People comming to the coast from Portland, traveling on dry highway, suddenly hit the Quartz Creek Bridge, and ice, and they're all over the road.

Anyone who happens to be traveling East on the bridge gets hit. We just had this happen to a young man only 22, who lost his life, when he rammed into a pickup truck, driven by a Seaside doctor.

It seems to be a simple thing to put a warning sign before the bridge(on both sides)with words to the effect: Danger-Icy conditions- and an Amber Light(flashing).

I hope others have been concerned enough to write, if they havent, I'm doing it for all of us who have families, who are forced to travel Hwy. 26 in the winter.

Please try to get this request past all the red tape, and a sign up for us very soon, before another life is lost needlessly.

I will also send a copy of this letter to the State Hwy. Dept. in Salem.

Sincerely, Mrs John Miller

Mrs. John A Miller
2087 Fernwood St.
Seaside, Oregon 97138

cc Falmezger - Please reply ASAP

NOTED
L. E. GEORGE

OM MRE OE PPM CE
TOS RECEIVED
US DEC 16 1982
CSA Metro Region TAM
SO PA EM BUD LM

19 January 1983

Oregon State Highway Division
2960 E. State Street
Salem - OREGON - 97310

Gentlemen:

copy #9862

We have been aware for many years of the dangerous section of highway between the Nehalem River and Quartz Creek bridge. This section of approximately 2.5 miles has to be one of the most hazardous sections of highway anywhere in the State of Oregon.

We are aware of accidents happening to Warrenton area residents--one in particular about 12 years ago where the only portion of the highway which was iced was on the bridge, resulting in the vehicle being hit several times before oncoming traffic could stop for the car which had skidded on the iced-over bridge.

I have personally driven this road many times and found that even though I am very cognizant of the danger and drive accordingly, most travellers are not and are caught off-guard about the conditions that exist so often on this section.

It appears accidents are happening more frequently and some steps should be taken immediately to improve the situation, with long-range improvements planned as soon as funds become available. I am sure funding must be available from emergency sources to correct sections of highway which are highly hazardous and where numerous accidents involving fatalities and injuries are well documented.

I realize the cost of completely redoing this section of highway but feel that temporary steps can be taken at a relatively small cost to improve the present conditions. I would urge the Highway Commission to make this its highest priority in the state system and to make immediate corrective steps.

Sincerely,

CITY OF WARRENTON

Gilbert G. Gramson
City Manager

GG:jwb
cc: Sen. C. Hanlon
District Hwy. Engineer
Dr. John E. O'Donovan

5

MAI

January 18, 1983

Peter Ter Har, President
Seaside Chamber of Commerce
P. O. Box 7
Seaside, Oregon 97138

The Highway Division has reviewed the accident conditions at the Quartz Creek Bridge and shares your concern over the number of accidents that are occurring. We plan to install additional warning signs and overlay the bridge deck to provide a more favorable surface texture. We believe this will have a favorable effect on the accidents on the bridge.

Your interest in highway safety is appreciated.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

ELH:cp st

bc H. S. Coulter
E. L. Hardt

more to view/more to do/Seaside Chamber of Commerce/Post Office Box 7/Seaside, Oregon 97138/(503) 738-6391

December 28, 1982

Scott H. Coulter
140 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

The Seaside Chamber of Commerce would like to express concern about the safety conditions on Highway 26, at the Quartz Creek Bridge area, 28 miles east of Seaside.

This portion of the highway has been the scene of many accidents, and is infamous for treacherous conditions in inclement weather. These conditions are not marked adequately, and to the unaware can be of fatal consequences.

We would like to request that the Oregon Highway Department investigate these conditions and take the proper safety precautions, for the safety of all drivers.

Thank you for your immediate attention to this most urgent matter.

Sincerely,

Peter Ter Har
President
Seaside Chamber of Commerce

PTH/pa

RECEIVED
STATE HWY ENGR
DEC 29 '82
REFER TO
E. Hardt
FOR
Info | Inves | R/D | D/R | Sign | Act | File
(Filed 1-10)

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 1
9002 SE. McLOUGHLIN BLVD., MILWAUKIE, OREGON 97222 PHONE 653-3090

January 7, 1983

In Reply Refer to
File No.:

Larry Lehman
City Manager
851 Broadway
Seaside, OR 97138

Re: Quartz Creek Bridge
"Deadman's Curve"
Sunset Highway
US 26

copy #9862

Dear Mr. Lehman:

The Highway Divsion has reviewed the accident conditions at the subject locations and we too are concerned about the number of accidents that are occurring.

Some federal funding is available and we are currently developing projects that will, hopefully, reduce the accidents at these two problem areas.

At the Quartz Creek Bridge we are currently investigating the possibility of installing temperature activated warning signs and improving the surface texture of the structure deck.

"Deadman's Curve", as you refer to it, has been a perennial slide problem and even though we feel it is adequately signed, many motorists fail to reduce their speed in this area. At times during the winter months the earth movement is such that it requires us to keep the road surface in gravel. During this rapid movement almost daily grading is required. Federal funding will support a limited project here. Due to the immensity of the slide we do not yet know whether or not it can be fully repaired for the available dollars. Hopefully we will at least be able to improve the highway alignment at this location.

Thank you for your interest in highway safety and hopefully you should see improvements at both these locations in the foreseeable future.

Sincerely,

Edward L. Hardt
Metro Region Engineer

Form 734-1840

1983 Myers Creek & Pistol River 9689
Br. Slide Sec., Oregon Coast Hwy.
(Slope Protection)

sc cc: OSHD (Coulter)

STATE COPY

US Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	3	Curry	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
9-14-84	W. N. Bryant, Area Engineer	ER-329(6)

COMPLETION DATE (Actual)	ACCEPTANCE DATE BY CONRTACT AGENCY	TIME ELAPSED	CONTRACT TIME
11-22-83	2-24-84	100 %	100 C.D.

LOCATION

US 101, 34.9 miles south of Port Orford south 1.7 miles

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

MEYERS CREEK & PISTOL RIVER SLIDES
OREGON COAST HIGHWAY
Slope Protection

This project provided for the regrading of existing highway embankment slopes, extending existing culverts and placement of 40,500 tons of riprap (5 different classes) on an 0.48 mile section of the Oregon Coast Hwy. damaged during the high tides and extreme wave action that occurred during the period of January 28 and March 14, 1983.

A contract in the bid amount of $393,734.75 was awarded Tidewater Contractors, Inc., Brookings, Oregon on August 3, 1983. Work begun on September 19, 1983 and was completed in reasonably close conformance with the approved changes on November 22, 1983 at a final cost of $433,063.15 which includes $401,963.15 for original bid item work and $31,100.00 for construction engineering. A total of 100 calendar days were used as compared to the 100 calendar days allowed under the contract.

All overruns and underruns have been satisfactorly explained by the State. A copy of the explanations is attached to the division office copy of this report.

RECEIVED
STATE HWY ENGR
OCT 2'84
REFER TO
Fredrickson
FOR
Info | Invest | R/D | D/R | Sign | Act | File

NOTED
W. E. SCHWARTZ
by
10/4

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: W. N. Bryant, Area Engineer		SIGNATURE: Original Signed By G. K. HOSSNER	
W. N. Braynt		G. K. Hossner	
TITLE: Area Engineer	DATE: 10/3/84	TITLE: Field Operations Engineer	DATE: 10/3/84

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED.

9689

March 1, 1984

Fireman's Fund Insurance Co.
Fidelity & Surety Department
121 S.W. Salmon St., Suite 900
Portland, OR 97204

CON 5
#9689

Gentlemen or Ladies:

Contract No. 9689 awarded to Tidewater Contractors, Inc., for slope protection on the Myers Creek and Pistol River Bridge Slide Sections of the Oregon Coast Highway in Curry County was completed on January 5, 1984, and accepted by the State Highway Division on February 24, 1984.

Final payment in the amount of $1,000 will be released to the contractor after March 6, 1984. The total contract amount is $401,963.15. No work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc

cc: Tidewater Contractors, Inc.
P. O. Box 1956
Brookings, OR 97415

Troup & McKinley Insurance, Inc.
P. O. Box 1357
Eugene, OR 97440

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
James Gix

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Myers Creek & Pistol River Bridge Slide		WEEK ENDING: December 23, 1983
		SECTION PREFIX: 8-1072
HIGHWAY: Oregon Coast		COUNTY: Curry
NAME OF JOB: Myers Creek & Pistol River Bridge Sl.	KIND OF WORK: Slope Protection	
CONTRACTOR: Tidewater Contractors, Inc.	CONTRACT NUMBER: 9689	FEDERAL AID PROJECT NUMBER: FR-329(6)
DATE OF CONTRACT: August 3, 1983	DATE WORK STARTED: September 19, 1983	ESTIMATED COMPLETION DATE: November 22, 1983
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 100	CALENDAR DAYS USED: 100
PROJECT AUTHORIZATION: $448,023.94	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 100
EXCLUSIVE OF ENGINEERING: $412,497.81	ENGINEERING AUTHORIZATION: $35,526.13	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $401,750.00	This Week: 196.83	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 2.6 %	ENGINEERING COST TO DATE: $28,424.69	DATE PROJECT WAS COMPLETED: November 22, 1983
	PERCENT OF AUTHORIZATION 80 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Rip Rap
		100				100

	GRADING	Rip Rap SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.48				
MILES PARTIALLY COMPLETED	0.48				
MILES COMPLETED	0.48				
TOTAL ESTIMATED QUANTITIES (CONTRACT)	10,615	40,455			
TOTAL QUANTITIES CORRECTED TO DATE	8,450	42,311			
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	8,450	42,311			
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 18				
MONDAY 19				
TUESDAY 20				
WEDNESDAY 21				
THURSDAY 22				
FRIDAY 23				
SATURDAY 24				

RECEIVED
DEC 23 1983
CONSTRUCTION SECTION

CE, CAS, FOS, OCS, SCS, EEO, DM, CA, LS, TC, PE, CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 18	
MONDAY 19	
TUESDAY 20	
WEDNESDAY 21	
THURSDAY 22	
FRIDAY 23	
SATURDAY 24	

REMARKS

Project Was completed 11-22-83.
Semi-Final Estimate submitted to the Region Office on 12-23-83 by Rock Pope.
This is the Final Weekly Report.

SIGNED F. D. Morrison LOCATION Coquille

F. D. Morrison, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP°F216

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NO.		OREGON
10-84	FEDERAL-AID PROJECT AGREEMENT	County
	10-11 83	CURRY
		Project No.
		FR-329(6)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Myers Creek & Pistol River Bridge Slides

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-6-83	0.00
OTHER *(Specify)*		

FUNDS PRO RATA 100.0%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 448,024.00	$ 448,024.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

By XX FOR: H. S. Coulter

State Highway Engineer
(Title)

By _____

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator OCT 11 1983

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no cbligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON SEPTEMBER 6, 1983

FEDERAL AID PROJECT NO. ER-329(6)

MYERS CREEK AND PISTOL RIVER BRIDGE SLIDE SECTIONS
OREGON COAST HIGHWAY
CURRY COUNTY

PROJECT AGREEMENT ESTIMATE

TYPE CODE SFTY
SLOPE PROTECTION

Mobilization	All Required			$ 10,000.00
Temporary Protection and Direction of Traffic	All Required			5,000.00
Temporary Signs	252	Sq. Ft.	8.00	2,016.00
Flagmen	100	Hour	17.00	1,700.00
General Excavation	10,575	Cu. Yd.	1.10	11,632.50
Trench Excavation	40	Cu. Yd.	15.50	620.00
8-inch Culvert Pipe	140	Lin. Ft.	16.00	2,240.00
18-inch Culvert Pipe	40	Lin. Ft.	22.00	880.00
Loose Riprap, Class 50	6,975	Ton	8.75	61,031.25
Loose Riprap, Class 2,000	13,450	Ton	8.75	117,687.50
Loose Riprap, Class 5,000	15,330	Ton	8.75	134,137.50
Primary Coverstone	3,040	Ton	8.75	26,600.00
Secondary Coverstone	1,660	Ton	8.50	14,110.00
Geotextile Fabric	6,400	Sq. Yd.	0.95	6,080.00
				$393,734.75

ANTICIPATED ITEMS

Roadside Seeding and Mulching	All Required		$ 1,000.00
		SUBTOTAL	$394,734.75
		Engineering	53,289.25
		TOTAL	$448,024.00

Length of Work ---------- 0.00 mi.

Federal Funds 100% $448,024.00

Group 1: 100%
Contract No. 9689
Prefix: 8-1437-04
Prefix: 8-1072

DAR:pf

STATE OF OREGON

Parks and Recreation Division

INTEROFFICE MEMO

378-5012

TO: H. Scott Coulter
State Highway Engineer

DATE: October 6, 1983

FROM: David G. Talbot
State Parks Administrator

SUBJECT: Highway 101 Repair Work, Curry County

Recently our park manager at Harris Beach discovered construction equipment on the ocean shore near the mouth of Meyers Creek and Pistol River in Curry County. Neither the manager nor the region parks supervisor in Coos Bay had received any notification from Highway personnel concerning the project.

We have no problems with the working being done; however, in the future we would like prior notification.

Thank you for passing the word to your people.

DGT/PDB/js

Attachment

cc: Ken Lucas
Ed Fischler
Pete Bond

cy - Board
Section
Region
cy - Talbot

Parks apparently would appreciate the same type of notice that we give all other jurisdictions having some responsibility for our work areas. Seems reasonable. We should advise them in the future when we plan construction activities which affect the beaches they are responsible for.

WE: please handle

RECEIVED
STATE HWY ENGR
OCT 12 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

81-125-1367

8/1/83
Original to Construction.
cc: General Files w/att
Road Design "
Region 2 "
Region 3 "
Bridge "
Don Keyes "

DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
P. O. BOX 2946
PORTLAND, OREGON 97208

July 28, 1983

Navigation Division (ND-RF-1)

Subject: Emergency Authorization 071-0YA-2-005015 (Wilson River - Bank Protection)
071-0YA-2-005022 (Pistol River/Myers Creek - Bank Protection)

Oregon State Department of Transportation
Highway Division
200 Transportation Building
Salem, Oregon 97310

Dear Mr. Terpin:

This is in reply to your written request dated July 13, 1983 for an emergency authorization to perform work in or affecting navigable waters of the United States.

Upon recommendation of the Chief of Engineers, pursuant to Section 10 of the River and Harbor Act of March 3, 1899 (33 U.S.C. 403) and Section 404 of the Clean Water Act (P.C. 45-217), you are hereby granted emergency authorization by the Secretary of the Army to perform work as follows:

Wilson River (River Mile 7)

(a) Excavate approximately 9,000 cubic yards of slide material.

(b) Place approximately 7,000 cubic yards of filter blanket material.

(c) Place approximately 12,000 cubic yards of riprap.

Pistol River/Meyers Creek (Highway 101)

(a) Excavate approximately 12,000 cubic yards.

(b) Place approximately 5,000 cubic yards of embankment.

(c) Place approximately 28,000 cubic yards of riprap.

The purpose of the work is to stabilize and prevent further erosion of the Wilson River Highway and to correct and prevent further erosion to Highway 101 near Meyers Creek and Pistol River.

Navigation Division (ND-RF-1)
Subject: Emergency Authorization

The work is shown on the attached drawings marked 005015 (Wilson River - Bank Protection) and 005022 (Pistol River/Myers Creek - Bank Protection), which are subject to the attached General and Special Conditions.

BY AUTHORITY OF THE SECRETARY OF THE ARMY:

for R. L. Friedenwald
Colonel, Corps of Engineers
District Engineer

Enclosures

RECEIVED
AUG 01 1983
LOCATION

GENERAL AND SPECIAL CONDITIONS FOR PERMIT NO. 071-OYA-2-005015 and 071-OYA-2-005022

I. General conditions: (a) That all activities identified and authorized herein shall be consistent with the terms and conditions of this permit; and that any activities not specifically identified and authorized herein shall constitute a violation of the terms and conditions of this permit which may result in the modification, suspension or revocation of this permit, in whole or in part, as set forth more specifically in General Conditions j or k hereto, and in the institution of such legal proceedings as the United States Government may consider appropriate, whether or not this permit has been previously modified, suspended or revoked in whole or in part.

(b) That all activities authorized herein shall, if they involve, during their construction or operation, any discharge of pollutants into waters of the United States or ocean waters, be at all times consistent with applicable water quality standards, effluent limitations and standards of performance, prohibitions, pretreatment standards and management practices established pursuant to the Clean Water Act of 1972 (Pub. L. 92–500; 86 Stat. 816), the Marine Protection, Research and Sanctuaries Act of 1972 (Pub. L. 92–532, 86 Stat. 1052), or pursuant to applicable State and local law.

(c) That when the activity authorized herein involves a discharge during its construction or operation, of any pollutant (including dredged or fill material), into waters of the United States, the authorized activity shall, if applicable water quality standards are revised or modified during the term of this permit, be modified, if necessary, to conform with such revised or modified water quality standards within 6 months of the effective date of any revision or modification of water quality standards, or as directed by an implementation plan contained in such revised or modified standards, or within such longer period of time as the district engineer, in consultation with the Regional Administrator of the Environmental Protection Agency, may determine to be reasonable under the circumstances.

(d) That the discharge will not destroy a threatened or endangered species as identified under the Endangered Species Act, or endanger the critical habitat of such species.

(e) That the permittee agrees to make every reasonable effort to prosecute the construction or operation of the work authorized herein in a manner so as to minimize any adverse impact on fish, wildlife, and natural environmental values.

(f) That the permittee agrees that it will prosecute the construction or work authorized herein in a manner so as to minimize any degradation of water quality.

(g) That the permittee shall allow the District Engineer or his authorized representative(s) or designee(s) to make periodic inspections at any time deemed necessary in order to assure that the activity being performed under authority of this permit is in accordance with the terms and conditions prescribed herein.

(h) That the permittee shall maintain the structure or work authorized herein in good condition and in reasonable accordance with the plans and drawings attached hereto.

(i) That this permit does not convey any property rights, either in real estate or material, or any exclusive privileges; and that it does not authorize any injury to property or invasion of rights or any infringement of Federal, state, or local laws or regulations.

(j) That this permit does not obviate the requirement to obtain state or local assent required by law for the activity authorized herein.

(k) That this permit may be either modified, suspended or revoked in whole or in part pursuant to the policies and procedures of 33 CFR 325.7.

(l) That in issuing this permit, the Government has relied on the information and data which the permittee has provided in connection with his permit application. If, subsequent to the issuance of this permit, such information and data prove to be materially false, materially incomplete or inaccurate, this permit may be modified, suspended or revoked, in whole or in part, and or the Government may, in addition, institute appropriate legal proceedings.

(m) That any modification, suspension, or revocation of this permit shall not be the basis for any claim for damages against the United States.

(n) That the permittee shall notify the District Engineer of the time the activity authorized herein will be commenced, as far in advance of the time of commencement as the District Engineer may specify, and of any suspension of work, if for a period of more than one week, resumption of work and its completion.

(o) That if the activity authorized herein is not completed on or before ——— day of ———, 19——, (three years from the date of issuance of this permit unless otherwise specified) this permit, if not previously revoked or specifically extended, shall automatically expire.

(p) That this permit does not authorize or approve the construction of particular structures, the authorization or approval of which may require authorization by the Congress or other agencies of the Federal Government.

(q) That if and when the permittee desires to abandon the activity authorized herein, unless such abandonment is part of a transfer procedure by which the permittee is transferring his interests herein to a third party pursuant to General Condition (t) hereof, he must restore the area to a condition satisfactory to the District Engineer.

(r) That if the recording of this permit is possible under applicable state or local law, the permittee shall take such action as may be necessary to record this permit with the Register of Deeds or other appropriate official charged with the responsibility for maintaining records of title to and interests in real property.

(s) That there shall be no unreasonable interference with navigation by the existence or use of the activity authorized herein.

(t) That this permit may not be transferred to a third party without prior written notice to the District Engineer, either by the transferee's written agreement to comply with all terms and conditions of this permit or by the transferee subscribing to this permit in the space provided below and thereby agreeing to comply with all terms and conditions of this permit. In addition, if the permittee transfers the interests authorized herein by conveyance of realty, the deed shall reference this permit and the terms and conditions specified herein and this permit shall be recorded along with the deed with the Register of Deeds or other appropriate official.

(u) That if the permittee during prosecution of the work authorized herein, encounters a previously unidentified archeological or other cultural resource that might be eligible for listing in the National Register of Historic Places, he shall immediately notify the district engineer.

II. Special Conditions: Here list conditions relating specifically to the proposed structure or work authorized by this permit. The following Special Conditions will be applicable when appropriate:

Structures In or Affecting Navigable Waters of the United States

(a) That this permit does not authorize the interference with any existing or proposed Federal project and that the permittee shall not be entitled to compensation for damage or injury to the structures or work authorized herein which may be caused by or result from existing or future operations undertaken by the United States in the public interest.

(b) That no attempt shall be made by the permittee to prevent the full and free use by the public of all navigable waters at or adjacent to the activity authorized by this permit.

(c) That if the display of lights and signals on any structure or work authorized herein is not otherwise provided for by law, such lights and signals as may be prescribed by the United States Coast Guard shall be installed and maintained by and at the expense of the permittee.

(d) That the permittee, upon receipt of a notice of revocation of this permit or upon its expiration before completion of the authorized structure or work, shall, without expense to the United States and in such time and manner as the Secretary of the Army or his authorized representative may direct, restore the waterway to its former conditions. If the permittee fails to comply with the direction of the Secretary of the Army or his authorized representative, the Secretary or his designee may restore the waterway to its former condition, by contract or otherwise and recover the cost thereof from the permittee.

(e) Structures for Small Boats: That the permittee hereby recognizes the possibility that the structure permitted herein may be subject to damage by wave wash from passing vessels. The issuance of this permit does not relieve the permittee from taking all proper steps to insure the integrity of the structure permitted herein and the safety of boats moored thereto from damage by wave wash and the permittee shall not hold the United States liable for any such damage

Special Conditions:
Permits Nos. 071-OYA-2-005015 and 071-OYA-2-005022

a. All construction debris will be disposed of on land in such a manner that it cannot enter the waterway.

b. Care will be taken to prevent any petroleum products, chemicals, or other deleterious materials from entering the water.

c. Only clean, durable riprap will be used.

d. All areas along the bank, disturbed or newly created by the construction activity, will be seeded, sodded, revegetated, or given some other equivalent type of protection against subsequent erosion.

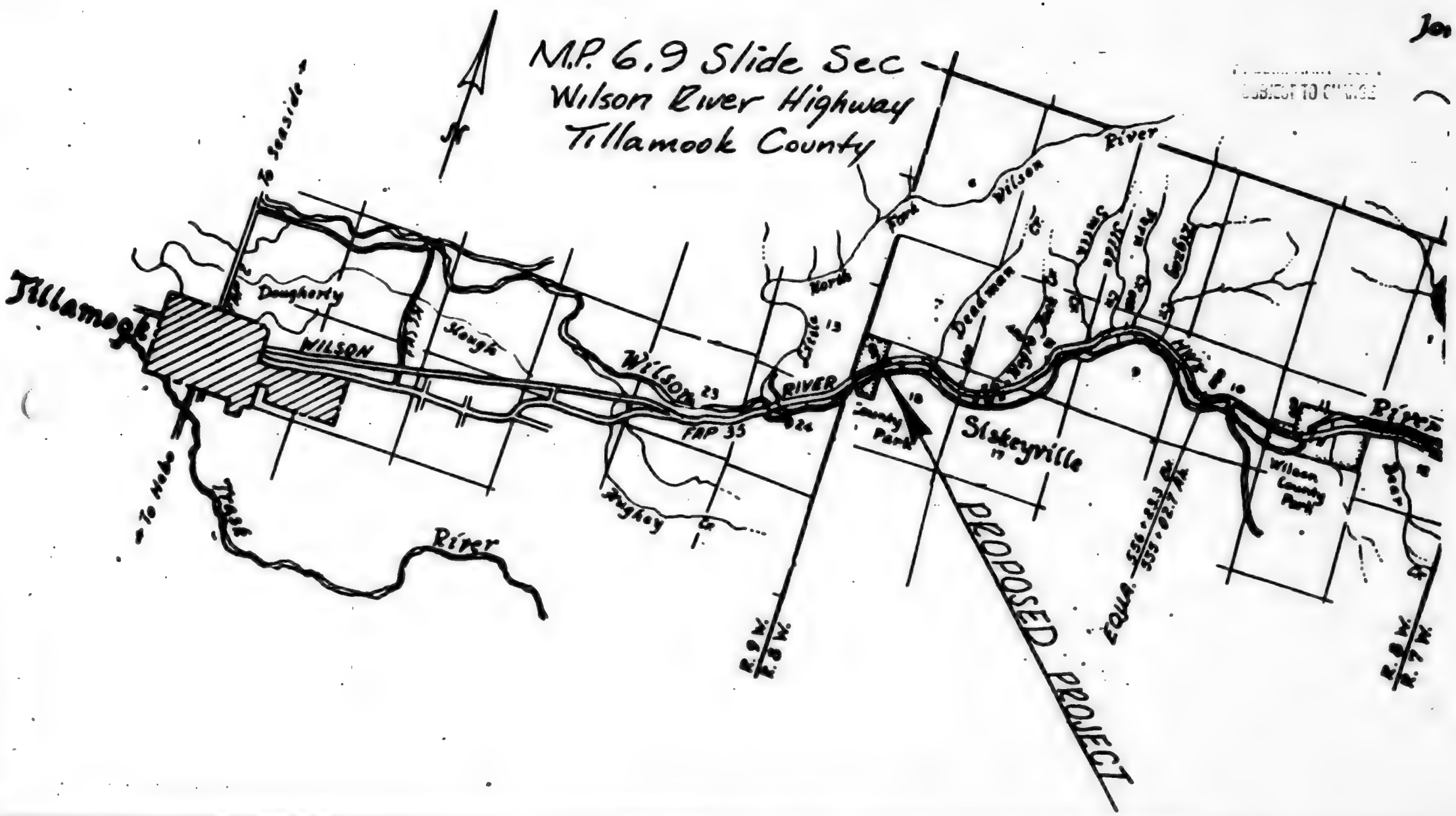
e. Work in the waterway will be done so as to minimize turbidity increases in the water that tend to degrade water quality and damage aquatic life.

f. No work shall be accomplished in the waterway between 16 September and 14 June.

g. When the District Engineer has been notified by a fishery agency that a filling activity is adversely affecting fish or wildlife resources or the harvest thereof, and when the District Engineer subsequently directs remedial measures, the permittee will comply with such directions as may be received to suspend or modify the activity, to the extent required to mitigate or eliminate the adverse effect.

h. If the permittee, during prosecution of the work authorized herein, encounters a previously unidentified archeological or other cultural resource within the area subject to Department of the Army jurisdiction that might be eligible for listing in the National Register of Historic Places, he shall immediately notify the District Engineer.

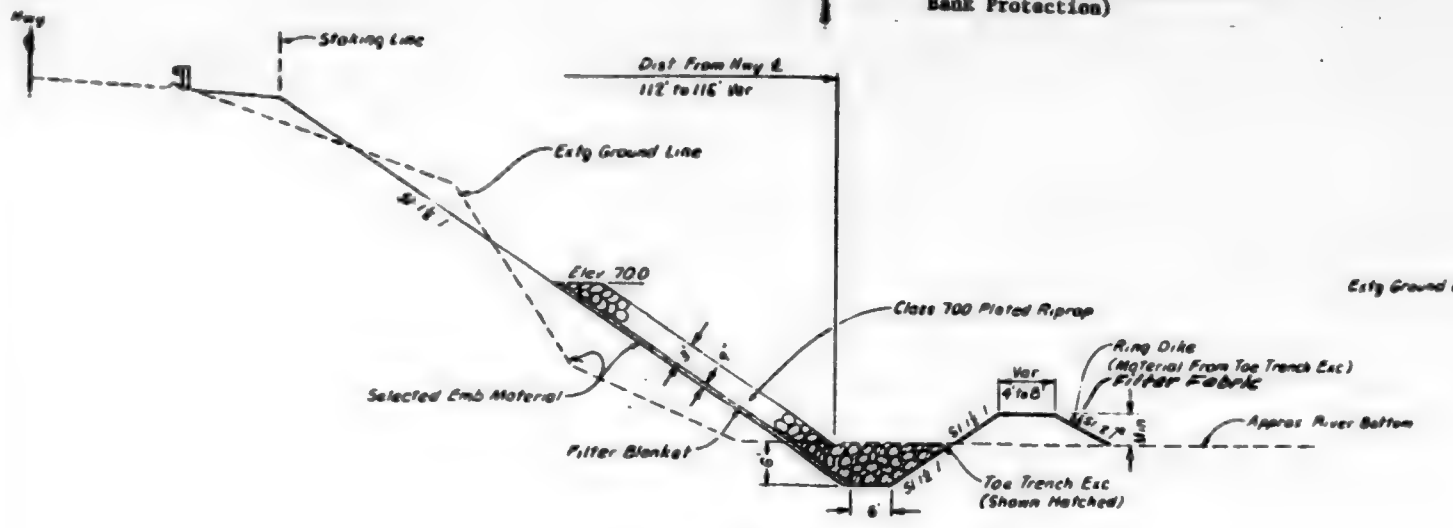
005015 (Unnamed Creek & Wilson River)



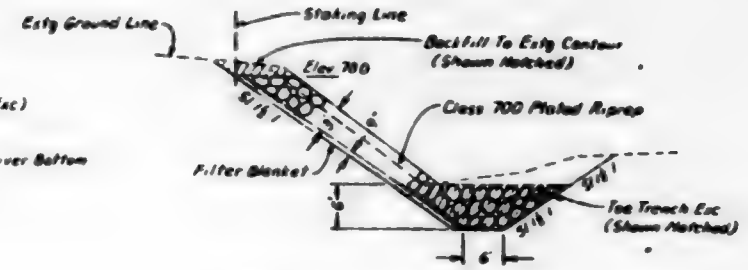
TYPICAL SECTIONS

005015 (Unnamed Creek & Wilson River - Bank Protection)

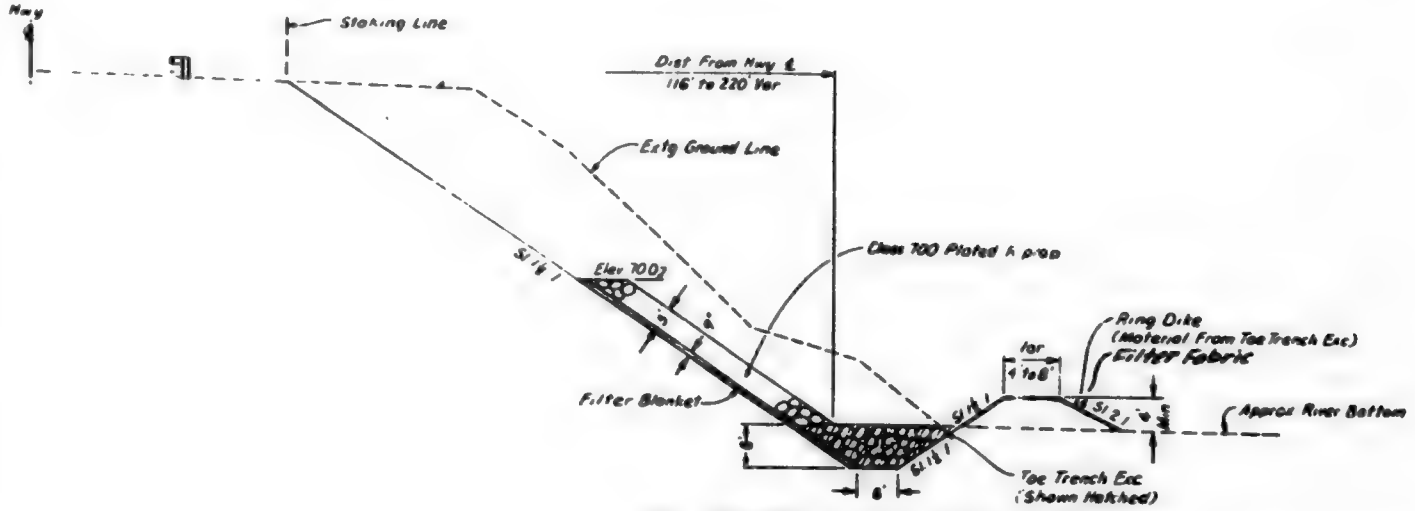
10	OREGON			



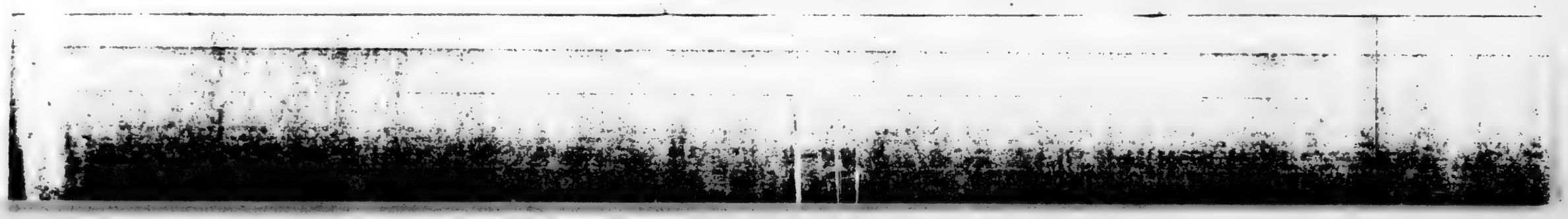
STA 344+50 To STA 347+50 Rt



STA 355+00 To STA 356+90 Rt



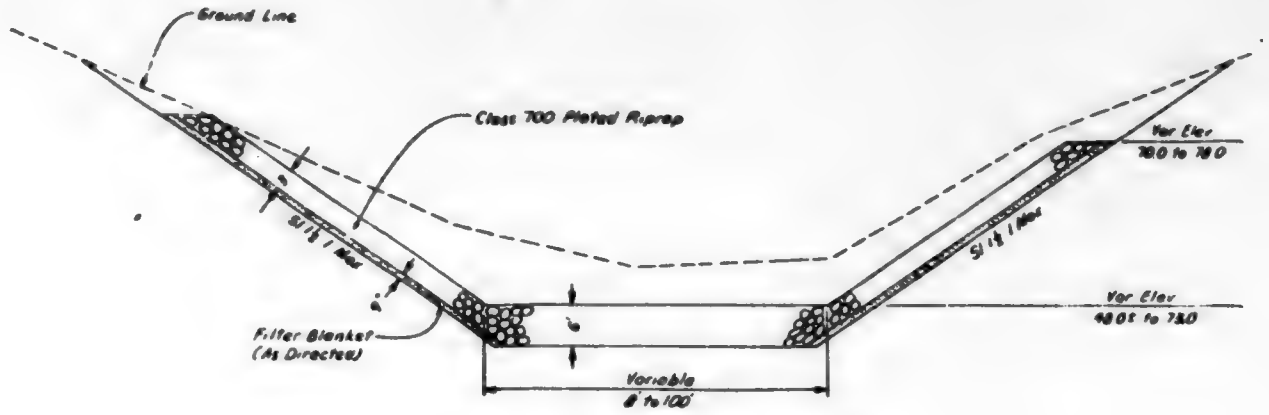
STA. 347+50 To STA. 349+09 Rt.
349+09 To 350+06 (See Minor Creek Typical Sec.)
350+06 To 355+00 Rt.



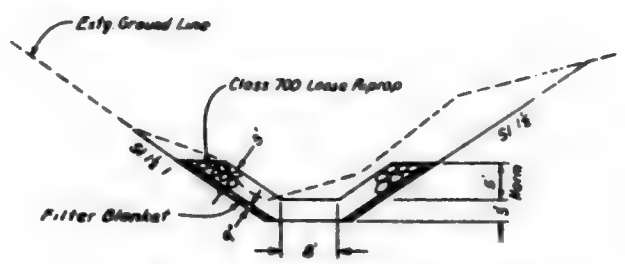
				2A
10	OREGON			

TYPICAL SECTIONS

005015 (Unnamed Creek & Wilson River - Bank Protection)



STA "MC" 3+50 To STA "MC" 4+52



STA "MC" 4+52 To STA "MC" 6+05

005015 (Unnamed Creek & Wilson River - Bank Protection)

				3 of
10	OREGON			

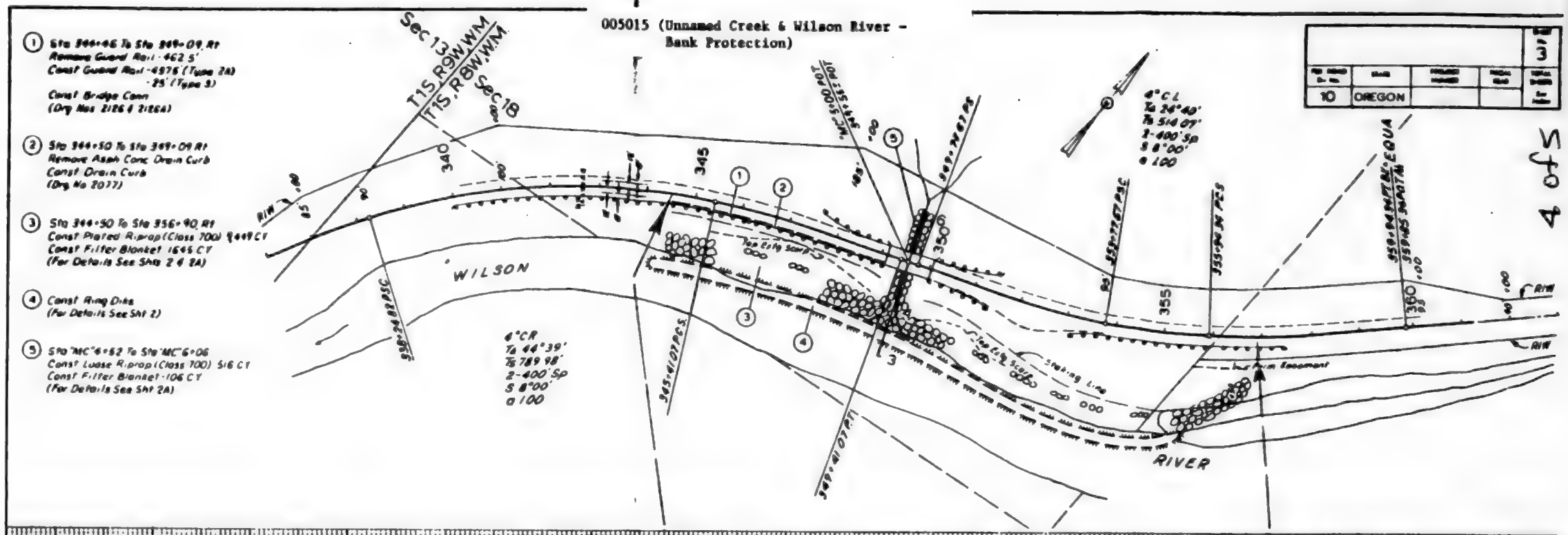
(1) Sta 344+46 To Sta 349+09 Rt
Remove Guard Rail - 462.5'
Const Guard Rail - 497.5' (Type 7A)
- 25' (Type 3)
Const Bridge Conn
(Drg Nos 2186 & 2186A)

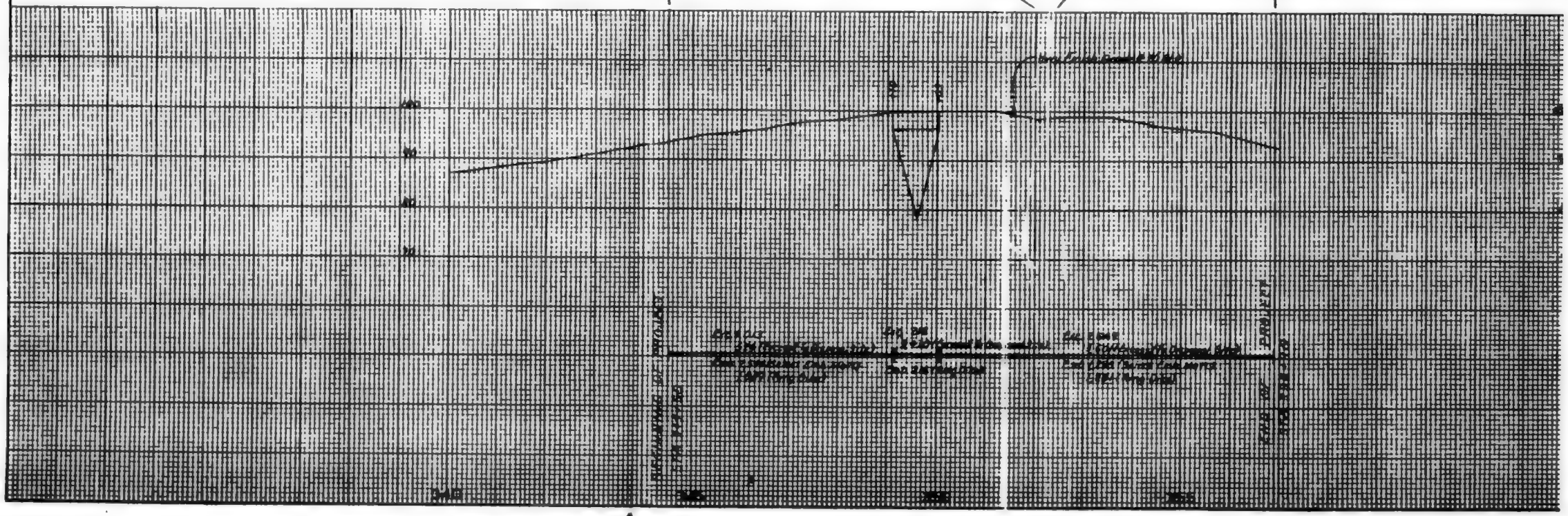
(2) Sta 344+50 To Sta 349+09 Rt
Remove Asph Conc Drain Curb
Const Drain Curb
(Drg No 2077)

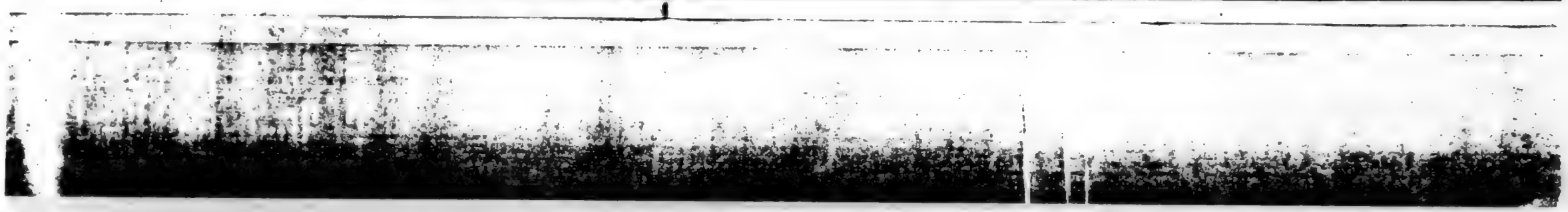
(3) Sta 344+50 To Sta 356+90 Rt
Const Plated Riprap (Class 700) 949 CY
Const Filter Blanket 1645 CY
(For Details See Shts 2 & 2A)

(4) Const Ring Dike
(For Details See Sht 2)

(5) Sta "MC" 6+52 To Sta "MC" 6+06
Const Loose Riprap (Class 700) 516 CY
Const Filter Blanket 106 CY
(For Details See Sht 2A)



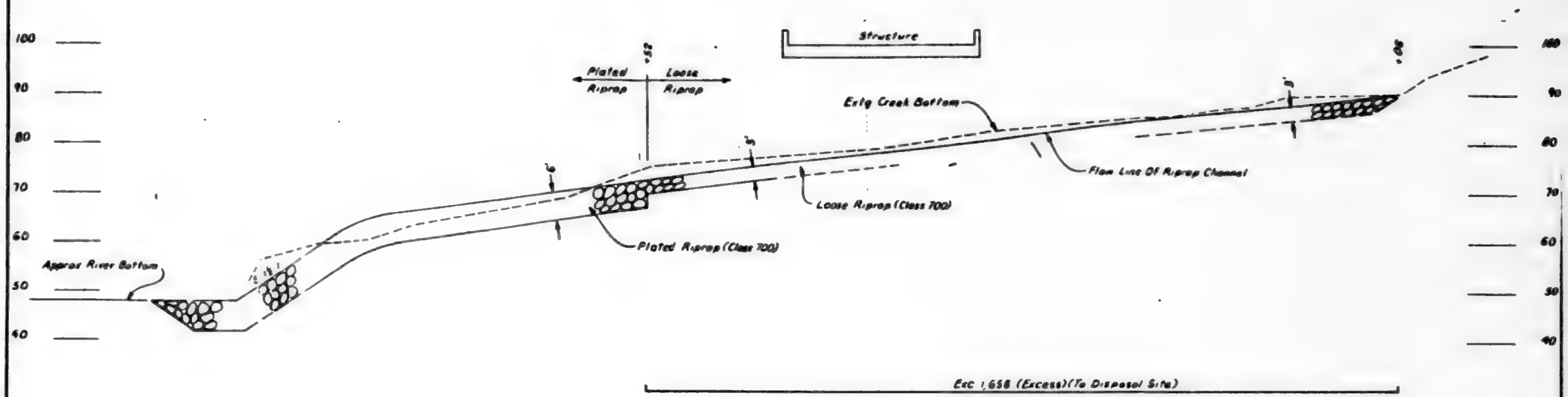




				3A
10	OREGON			

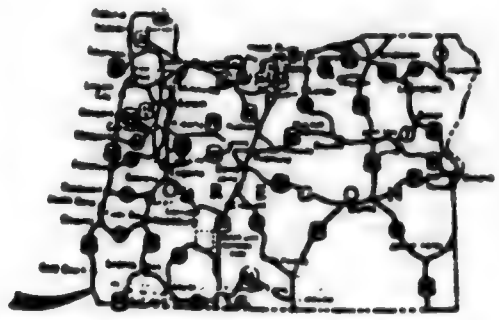
5 of 5

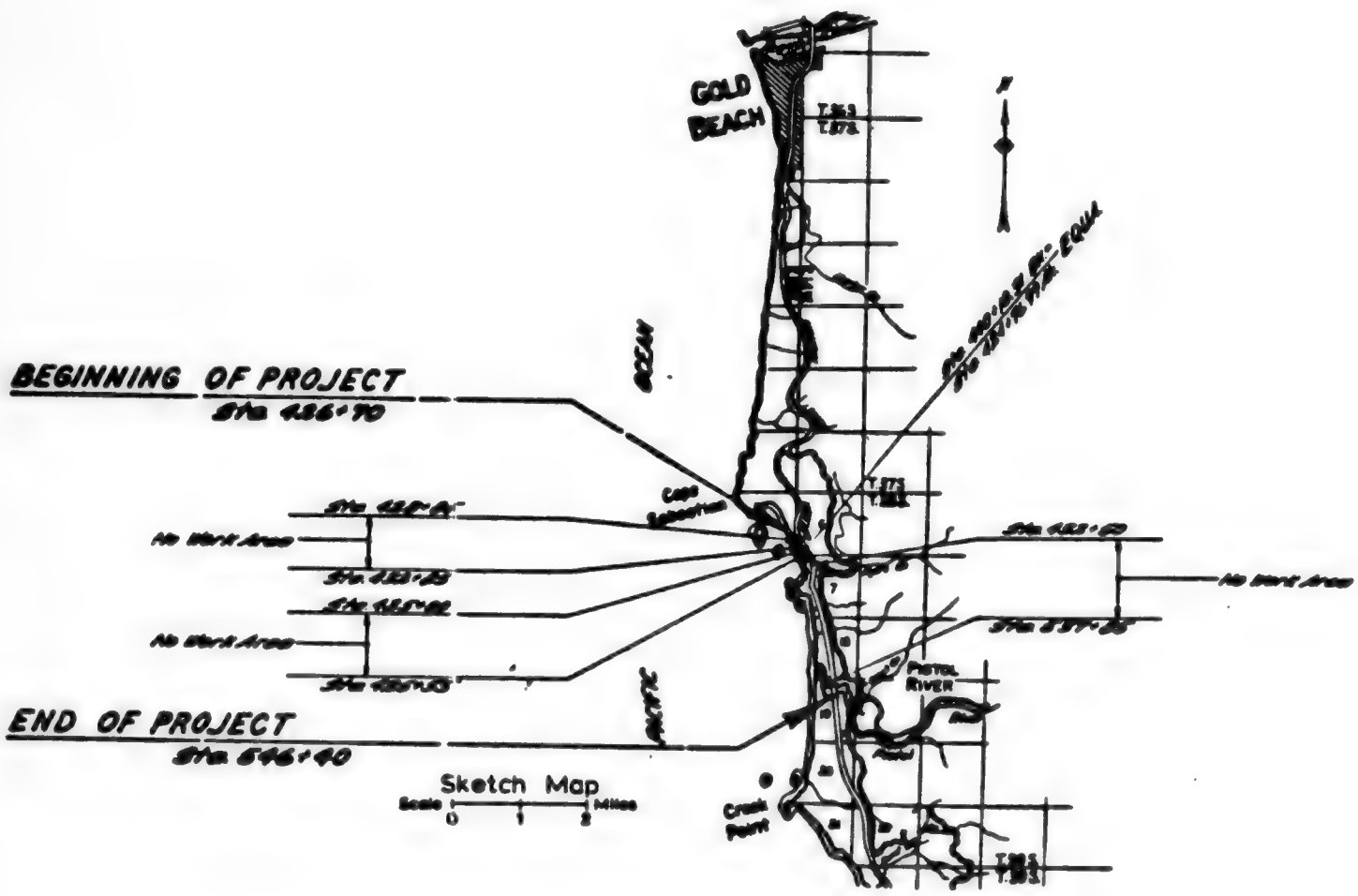
005015 (Unnamed Creek & Wilson River - Bank Protection)



"MC" LINE

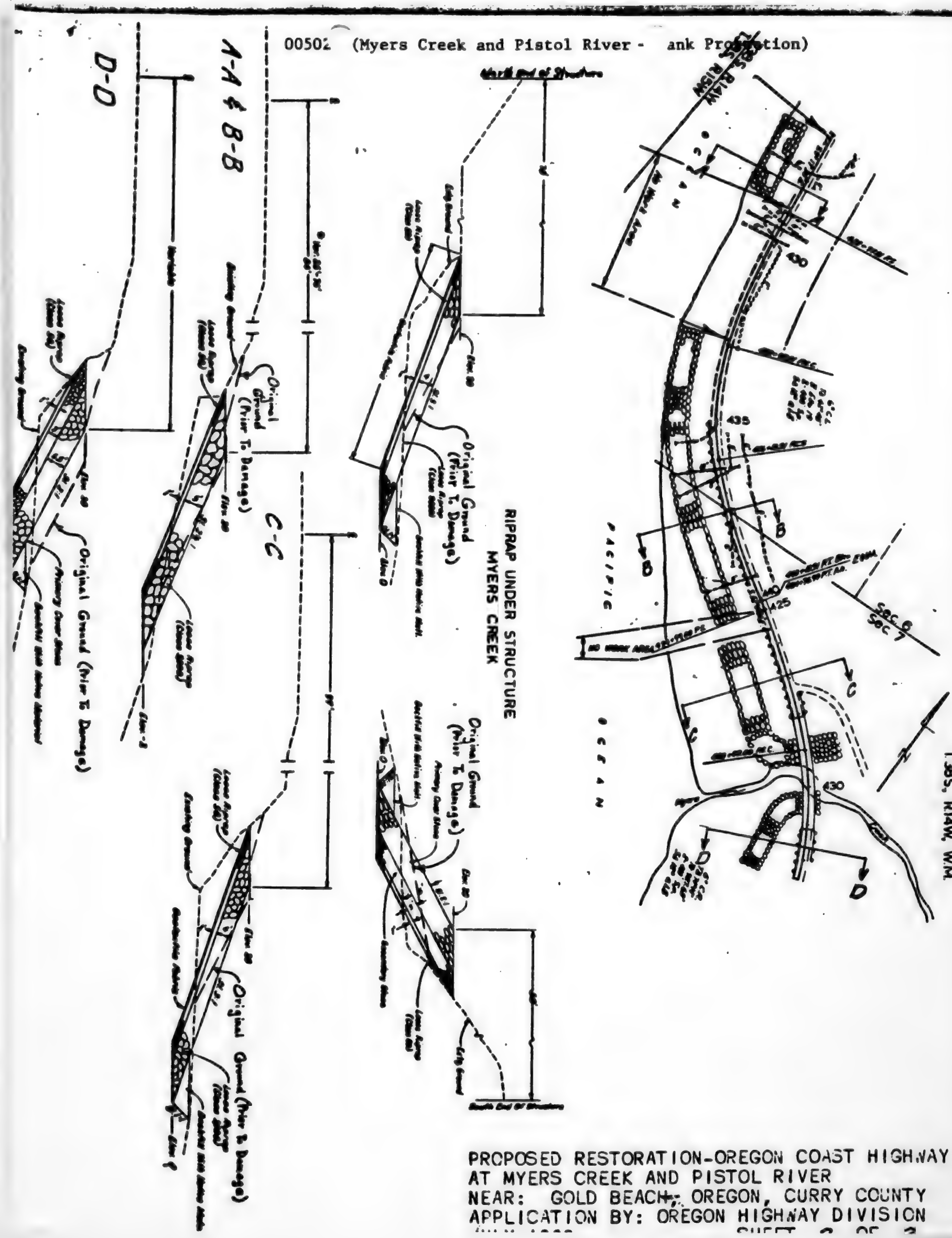
4 5 6



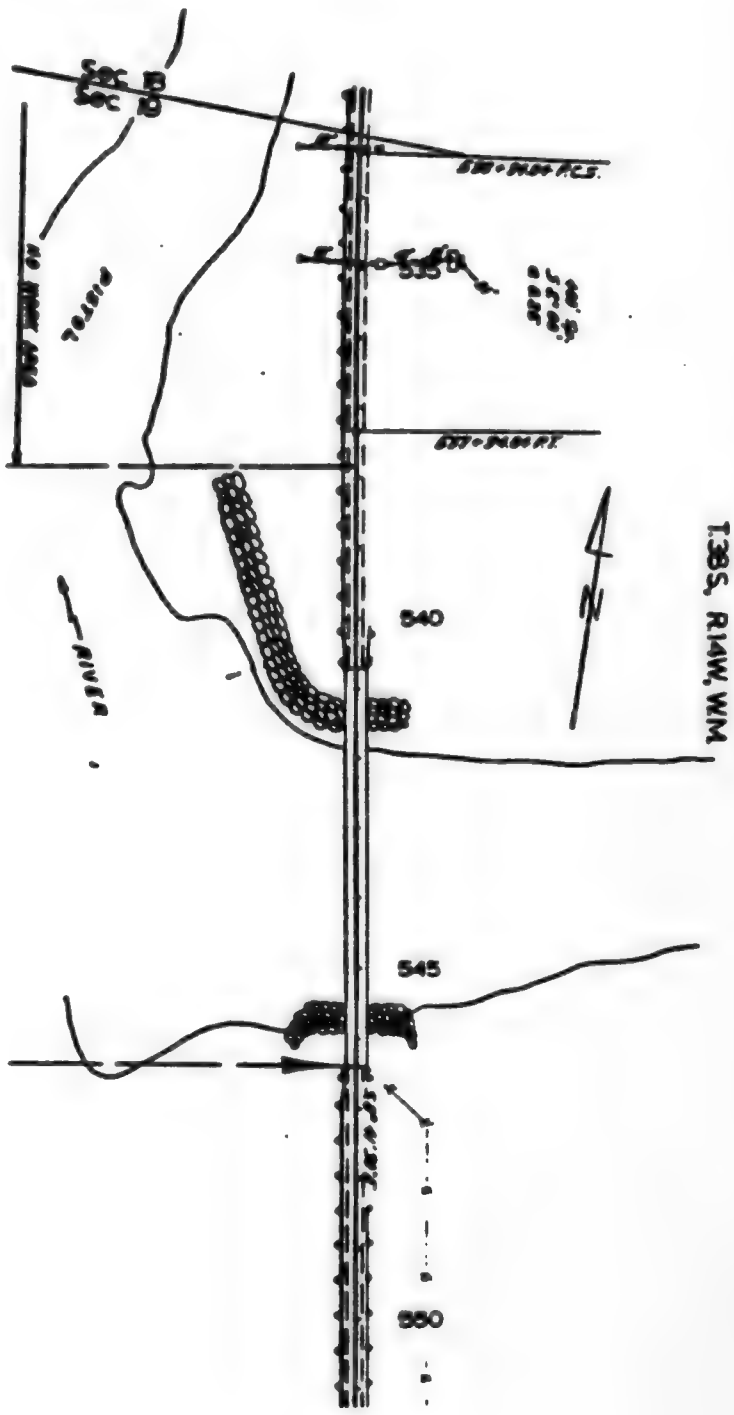


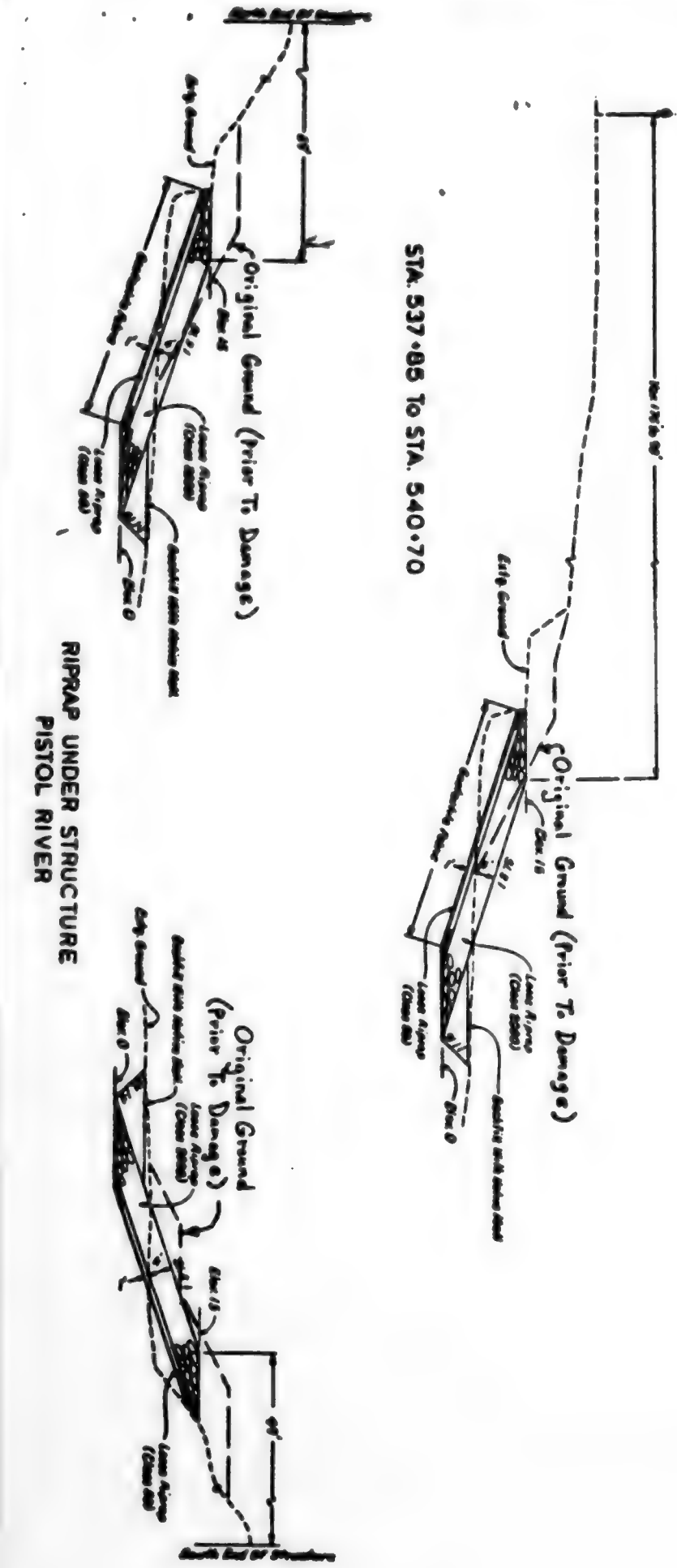
PROPOSED RESTORATION-OREGON COAST HIGHWAY
AT MYERS CREEK AND PISTOL RIVER
NEAR: GOLD BEACH, OREGON, CURRY COUNTY
APPLICATION BY: OREGON HIGHWAY DIVISION
JULY 1983 SHEET 1 OF 3

00502 (Myers Creek and Pistol River - ank Protection)



PROPOSED RESTORATION-OREGON COAST HIGHWAY
AT MYERS CREEK AND PISTOL RIVER
NEAR: GOLD BEACH, OREGON, CURRY COUNTY
APPLICATION BY: OREGON HIGHWAY DIVISION




Original Ground (Prior To Damage)
STA. 537+85 To STA. 540+70
Original Ground (Prior To Damage)
RIPRAP UNDER STRUCTURE
PISTOL RIVER
Original Ground (Prior To Damage)

PROPOSED RESTORATION-OREGON COAST HIGHWAY
AT MYERS CREEK AND PISTOL RIVER
NEAR: GOLD BEACH, OREGON, CURRY COUNTY

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.	ER-329(6)
2. STATE PROJECT NO.	See below
2A. COUNTY NAME	Curry

3. FROM
Dale E. Wilken, Division Administrator
FHWA- Oregon Division

4. PROGRAM NO.

5. ITEM NO.
ER-6

6. TO
Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
7/6/83	Primary 2	Primary 9

10. GENERAL LOCATION:
Meyers Creek and Pistol River Bridge Slide Sections

11. GENERAL DESCRIPTION OF WORK
Slope Protection (Permanent emergency repair)

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Mr. Potter's 7/5/83 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $547,702, Federal funds.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
JUL 15 '83
REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

O.K. w/att. 7/15

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
7/6/83	G. K. Hansen	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 5, 1983

In Reply Refer to
File No.:
INT 7

Gerald A. Newgard, Chief
Regulatory Function Branch
Portland District, Corps of Engineers
P. O. Box 2946
Portland, OR 97208

NOTED
E. S. HUNTER

Application for Department of the Army Permit
Restoration of the Oregon Coast Highway
Myers Creek and Pistol River
Curry County, Oregon

Last winter's storms caused extensive damage to the Oregon Coast Highway. Two of these areas are at Myers Creek and at Pistol River. The highway has not been closed to traffic and the bridges over the two waterways are intact; however, it is desirable to replace the eroded material and protect the slopes from further erosion.

The enclosed application and drawings indicate our proposed work and work area.

It has been estimated that approximately 31,000 cubic yards of sand and riprap were washed out of the project work area. This material will be replaced with some additional riprap for protection against further erosion.

We anticipate opening bids for this work on July 28, 1983 with the intention of having the restoration completed this year before the coming winter storms cause additional erosion.

Time is very important, and we would appreciate hearing from you as soon as possible.

ORIGINAL SIGNED BY
FRANK E. TERPIN

Frank E. Terpin
Location Engineer

Enc.

FET/DEK:ja

bc/enc. E. S. Hunter
Don Trout
Don Keyes

RECEIVED
TECHNICAL SERVICES
JUL 7 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Appr | File

Form 734-3122

JOINT APPLICATION FOR PERMIT

U.S. ARMY CORPS OF ENGINEERS
STATE OF OREGON, DIVISION OF STATE LANDS

WHEREAS Department of the Army permits for proposed work in or affecting navigable waters of the United States, the discharge of dredged or fill material into those waters, and the transport of dredged material for the purpose of dumping it into ocean waters are authorized by Section 10 of the River and Harbor Act of 1899, Section 404 of the Clean Water Act of 1977, and Section 103 of the Marine Protection Research and Sanctuaries Act of 1972, respectively, ---AND---permits for that part of those project activities which includes the removal or fill in the waterways of Oregon of rock, gravel, silt, and clay are authorized by the State of Oregon under O.R.S. 541.605 to 541.695---THIS APPLICATION WILL MEET THE REQUIREMENTS OF BOTH AGENCIES.

For Agency Use Only

Corps of Engineers #

Date received

For Agency Use Only

State of Oregon #

Date received

Name of Waterway: Pacific Ocean / Myers Creek & Pistol River River Mile: -- Local Name: ---

Section: 6, 7 and 19 Township: 38 S. Range: 14 W.

Estimated Starting Date of Project: Summer, 1983

Estimated Completion Date of Project: Fall, 1984

NAME OF APPLICANT: Oregon State Highway Division

Address: Transportation Building

City, State, Zip Code: Salem, OR 97310

Phone: Work Area (503) 378-6883 Home Area ( )

AUTHORIZED AGENT: Frank E. Terpin, Location Engineer

Address: 200 Transportation Building

City, State, Zip Code: Salem, OR 97310

Phone: Work Area (503) 378-6883 Home Area ( )

PROJECT SUPERVISOR:

Phone: Work Area ( ) Home Area ( )

PROPERTY OWNER IF OTHER THAN APPLICANT:

Address:

City, State, Zip Code:

Phone: Work Area ( ) Home Area ( )

PROJECT ADDRESS: Myers Creek & Pistol River

City, County, State Zip Code: Curry County

Assessor's Records-- Shown on Map # ____ Tax Lot # ____

Name of Subdivision ____ Lot ____ Block ____

In order to expedite the processing of this application, the following city and/or county department, which has local jurisdiction over the proposed project, has been contacted:

Name of Department:

Address:

Phone Number:

APPROVALS OR CERTIFICATIONS applied for or already obtained from other agencies (Federal, interstate, state, county, city, area) for any of the proposed projects described in this application:

Issuing Agency	Type of Approval	Identification #	Date of Application	Date of Approval
Division of State Lands	Preliminary	--	June, 1983	--

NPP Form 358
OCT 1980
141-31-04-80

Inclosure 1

Has any agency denied approval for the activity described herein or for any other activity directly related to it?

☐ Yes ☒ No If yes, please explain in Remarks.

ADJOINING PROPERTY ON THE WATERWAY: Give names, addresses, and phone numbers of owners and/or occupants.

Oregon State

PLEASE EXPLAIN IN DETAIL your plans to restore the area to its natural condition.

Fill slopes exposed to wave action and erosion areas will be riprapped for protection against further erosion.

INFORMATION FOR FILL OR REMOVAL:

FILL WILL INVOLVE _____ cubic yards annually, and 33,000 cubic yards for the total project.

☒ Riprap ☒ Rock ☒ Gravel ☒ Sand ☐ Silt ☐ Clay ☐ Organic

REMOVAL WILL INVOLVE _____ cubic yards annually, and 12,000 cubic yards for the total project.

☐ Rock ☐ Gravel ☒ Sand ☒ Silt ☒ Clay

DESCRIBE IN DETAIL THE PROPOSED ACTIVITY---its primary purpose and secondary purpose, if any,---intended use (private, public, commercial)---type of structures and use---type of vessels using facility---facilities for handling wastes---type of conveyance and manner of extraction of any fill or removal---the quantity and composition of, and the source and disposal sites for any fill or removal. (If additional space is needed, use plain sheet of paper.)

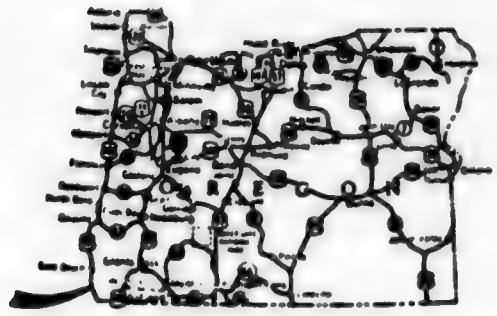
The project is for the restoration of the Oregon Coast Highway at Myers Creek and Pistol River. The project involved replacement of embankment material, digging a toe trench and placing riprap for protection against further erosion. The material from the toe trench will be used to replace the material that was washed out. Borrow material will be needed and it is available from other State-owned land. The riprap is available in a State-owned quarry. The work will probably be done using a dragline, shovel, dozer, trucks, grader and other miscellaneous construction equipment. The approximate quantities are 12,000 cubic yards excavation; 5,000 cubic yards embankment and 28,000 cubic yards riprap.

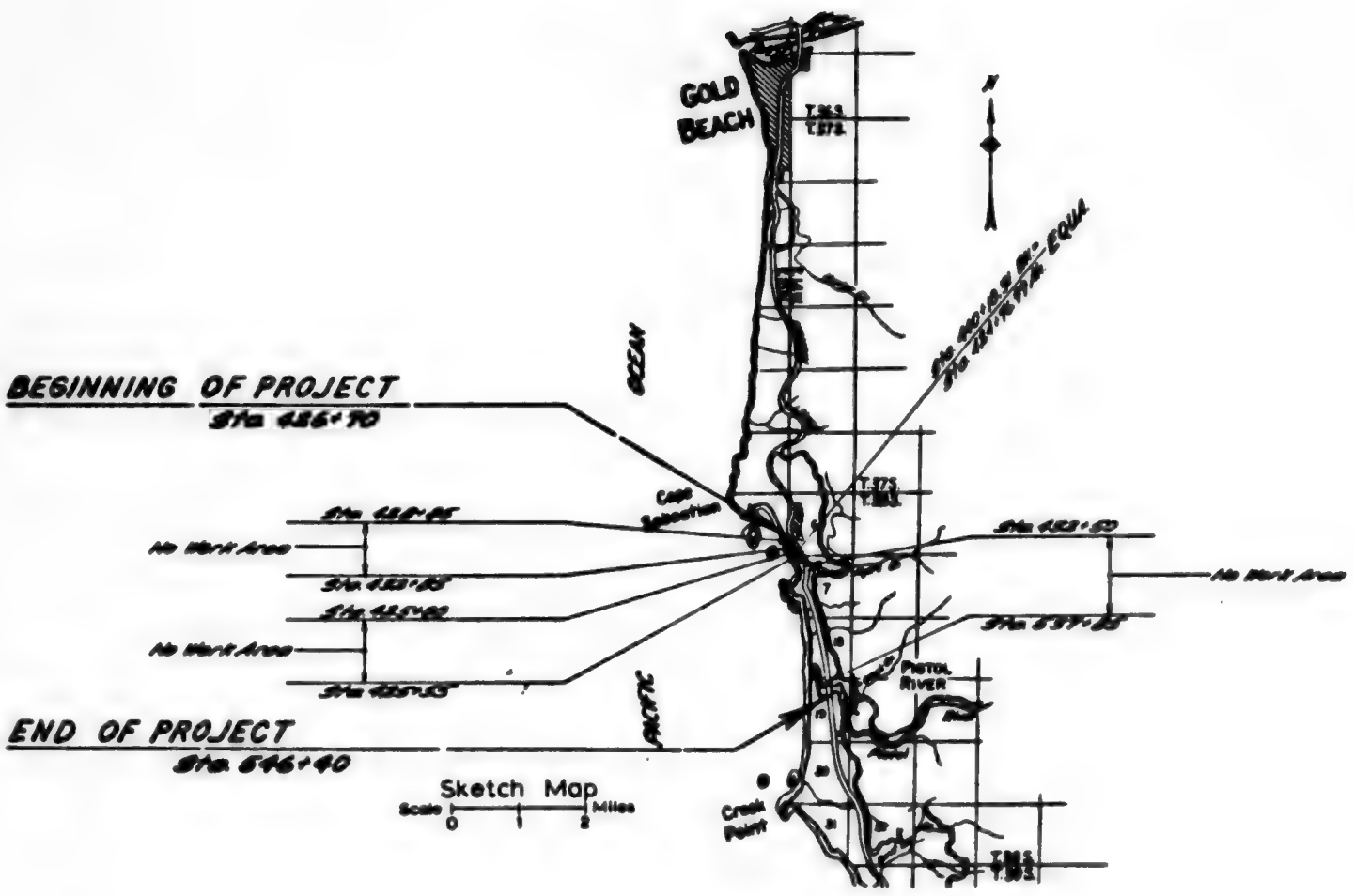
Application is hereby made for a permit or permits to authorize the activities described herein. I certify that I am familiar with the information contained in this application, and that, to the best of my knowledge and belief, such information is true, complete, and accurate. I further certify that I possess the authority to undertake the proposed activities.

George C. Pfeiler

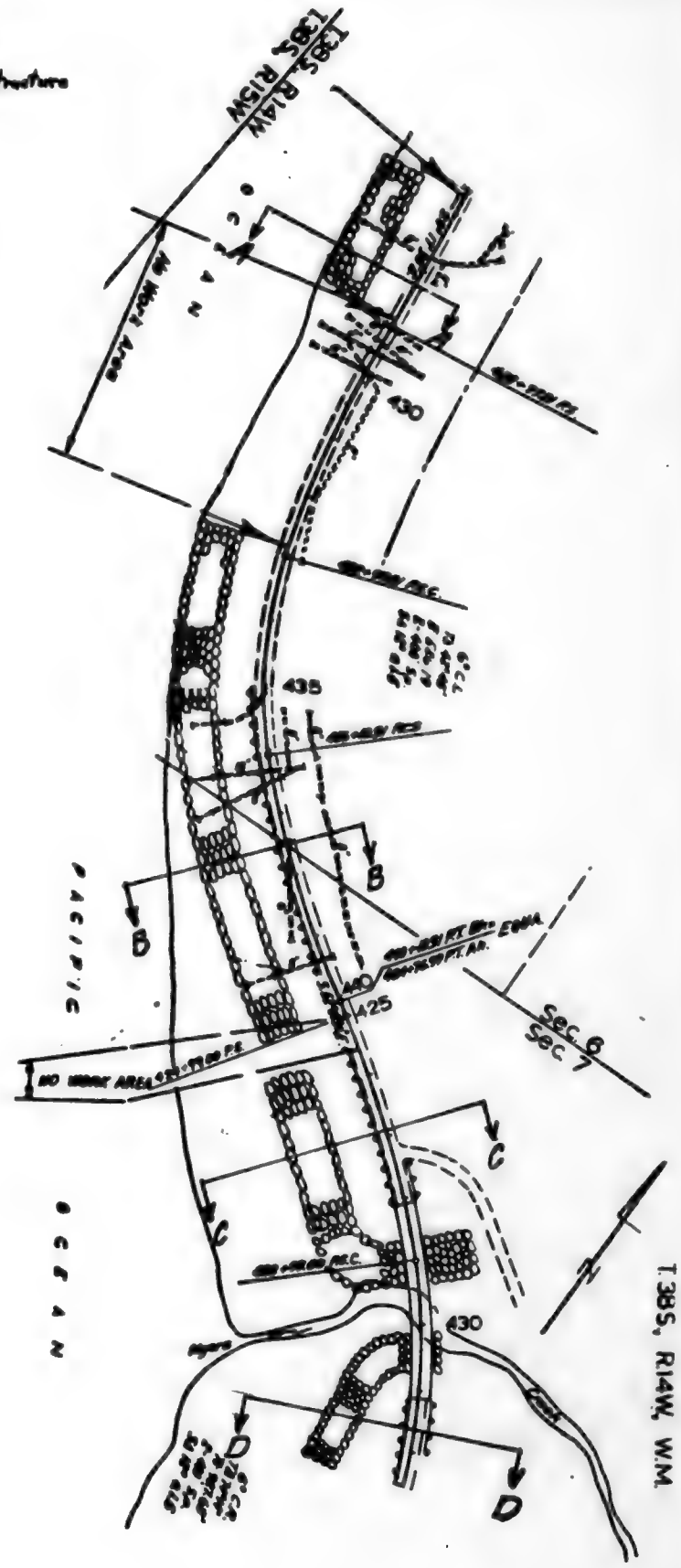
Signature of Applicant or Authorized Agent

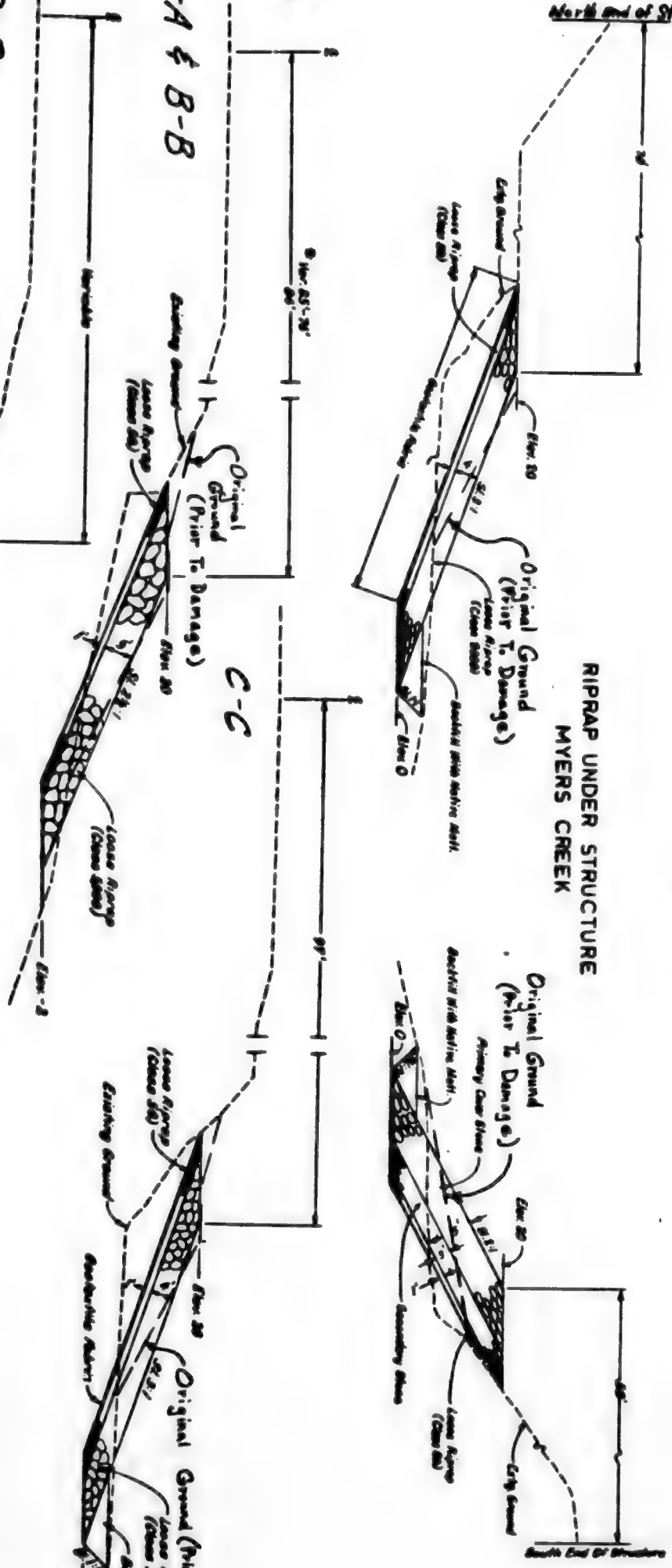
18 USC 1001 provides in part: "Whoever, in any manner within the jurisdiction of any department . . . of the United States knowingly and willfully falsifies . . . a material fact or makes any false . . . statement or . . . uses any false . . . document . . . shall be fined not more than $10,000 or imprisoned not more than five years, or both."





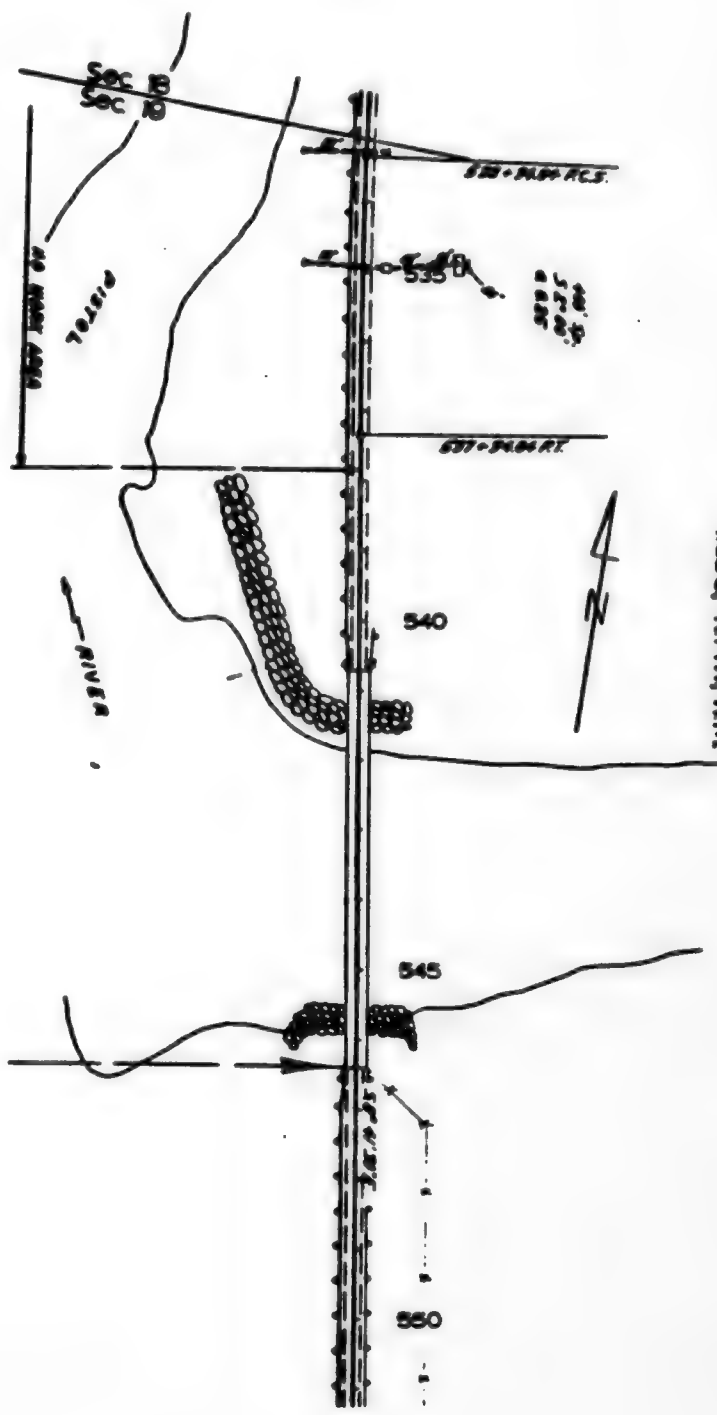
PROPOSED RESTORATION-OREGON COAST HIGHWAY
AT MYERS CREEK AND PISTOL RIVER
NEAR: GOLD BEACH, OREGON, CURRY COUNTY
APPLICATION BY: OREGON HIGHWAY DIVISION
JULY 1983 SHEET 1 OF 3

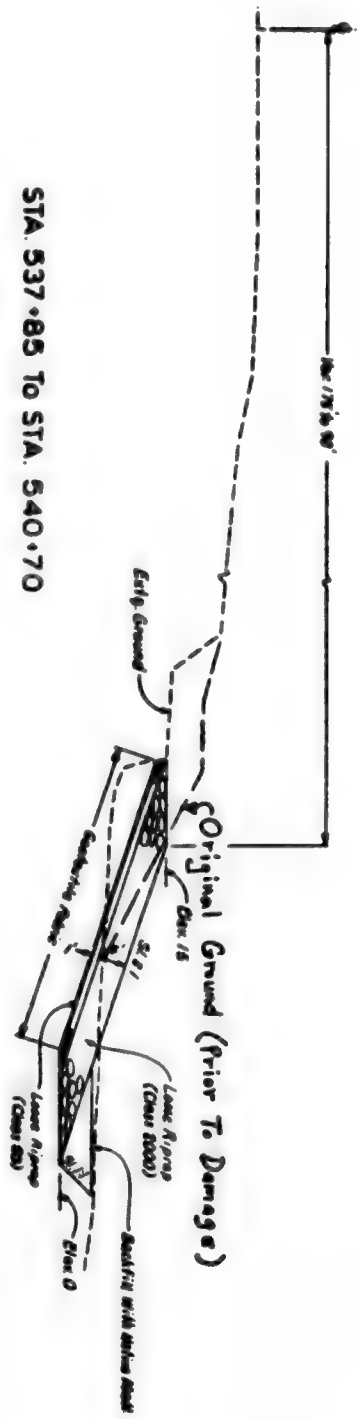


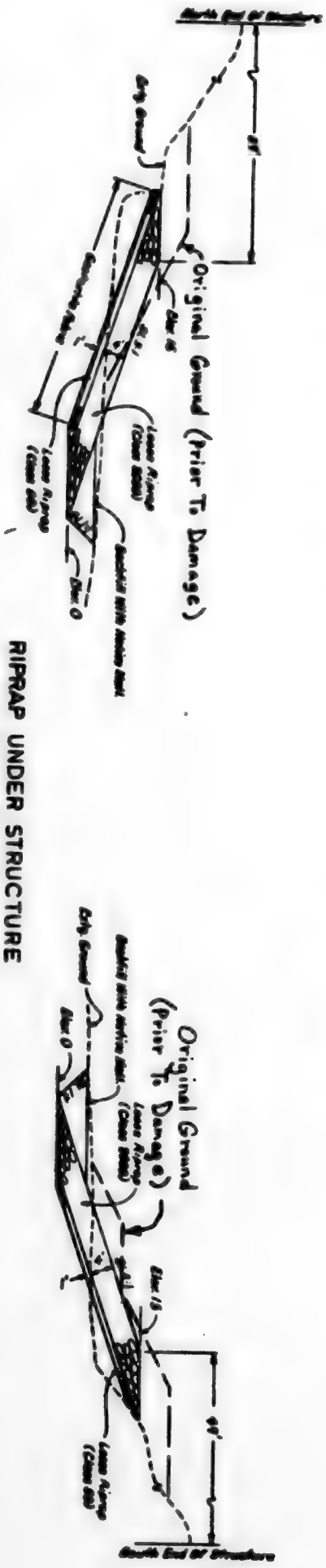


RIPRAP UNDER STRUCTURE
MYERS CREEK

PROPOSED RESTORATION-OREGON COAST HIGHWAY
AT MYERS CREEK AND PISTOL RIVER
NEAR: GOLD BEACH, OREGON, CURRY COUNTY
APPLICATION BY: OREGON HIGHWAY DIVISION
JULY 1983 SHEET 2 OF 3







RIPRAP UNDER STRUCTURE
PISTOL RIVER

PROPOSED RESTORATION-OREGON COAST HIGHWAY
AT MYERS CREEK AND PISTOL RIVER
NEAR: GOLD BEACH, OREGON, CURRY COUNTY
APPLICATION BY: OREGON HIGHWAY DIVISION
JULY 1983 SHEET 3 OF 3

MAY 25

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

VICTOR ATIYEH
GOVERNOR

NOTED
H. S. COULTER

In Reply Refer to
File No

PRO 6-2

Date: June 3, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Storm Damage, US 101
Curry County

RECEIVED STATE HWY ENGR						
JUN 3 '83						
REFER TO						
FOR						
Info	Invest	R/D	D/R	Sign	Act	File

Sufficient preliminary engineering has now been performed to allow our field organization and Design Section to prepare a more thorough assessment of costs of repair on the subject storm damage.

A tabulation of the anticipated cost of the restoration work for the emergency repair is as follows:

Permanent Repairs	
Nesika Beach Section	$ 5,700,000.00
Meyers Creek Section	600,000.00
Pistol River Section	150,000.00
Cove Point & Turner Slide Section	100,000.00
Estimated Total	$ 6,550,000.00
Temporary Repairs	
Nesika Beach Section	$ 145,000.00
Cove Point Section	20,000.00
Turner Slide Section	15,000.00
Estimated Total	$ 180,000.00
Preliminary Engineering	
Phase 1 & 2	$ 100,000.00
TOTAL RESTORATION COST	$ 6,830,000.00

$3.7 million (first good estimate from field)

The refined cost estimate for permanent repair is notably greater than the windshield estimate submitted previously. Therefore, I request your assistance in obtaining the additional amount estimated to restore these sections of the Oregon Coast Highway to their pre-disaster condition.

It would be appreciated if you could respond prior to June 16, for it is presently proposed to receive bids on July 14 because of the critical need to make the permanent restoration as early as possible.

JLG:bks
bc: H.S. Coulter
E.S. Hunter
W.E. Schwartz
R.N. Bothman
Jim Gix
Vern Skoog
J.H. Versteeg
B.E. Brown
Frank Morrison

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES

TO: E. S. Hunter
Assistant State Highway Engineer
Technical Services Branch

DATE: June 2, 1983

FROM: J. H. Versteeg
Road Design Engineer

SUBJECT: Emergency Repair
Curry County

The following is a breakdown of the anticipated cost for emergency repair work on Highway 101 in Curry County.

	Cost Estimate
Nesika Beach Section	$ 5,700,000
Meyers Creek Unit	600,000
Pistol River Bridge	150,000
Cove Point & Turner Slide	100,000
Total	$ 6,550,000

JHV:rw

cc: Gary Potter

RECEIVED
TECHNICAL SERVICES
JUL 21 83
REFER TO
FOR
Info | Immed | R/D | D/R | Sign | Appr | File

1-125-1987

GENERAL FILES M A 26

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: April 7, 1983

In Reply Refer to File No.: CON

TO: Oregon Transportation Commission

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Emergency Relief Slide Correction
Oregon Coast Highway, Curry County

On the agenda for your consideration at the April 18 meeting will be a request to add to our construction program, Emergency Relief slide correction work on the Oregon Coast Highway in Curry County.

There are five areas with major damage which resulted from high tides, heavy wave action, and excessive rainfall starting in January and continuing through March. The major identified locations (shown on the attached map) are at Cove Point, which is just North of Humbug Mountain; Nesika Beach, about five miles north of Gold Beach; Turner just north of Cape Sebastian; Meyers Creek, just south of Cape Sebastian; and at Pistol River. A preliminary estimate of cost to repair these five slides, in addition to temporary repair work, is $5 million.

COPY 79 # 96

The Governor declared a State of Emergency on March 28, 1983. We have notified the Federal Highway Administration that we will be requesting an Emergency Relief Program on the Coast Highway in Curry County. The FHWA Division office has made its disaster assessment and is preparing a field report which will be forwarded for approval to the Secretary of Transportation. We anticipate the work will be determined eligible and will be funded with 100 percent federal funds.

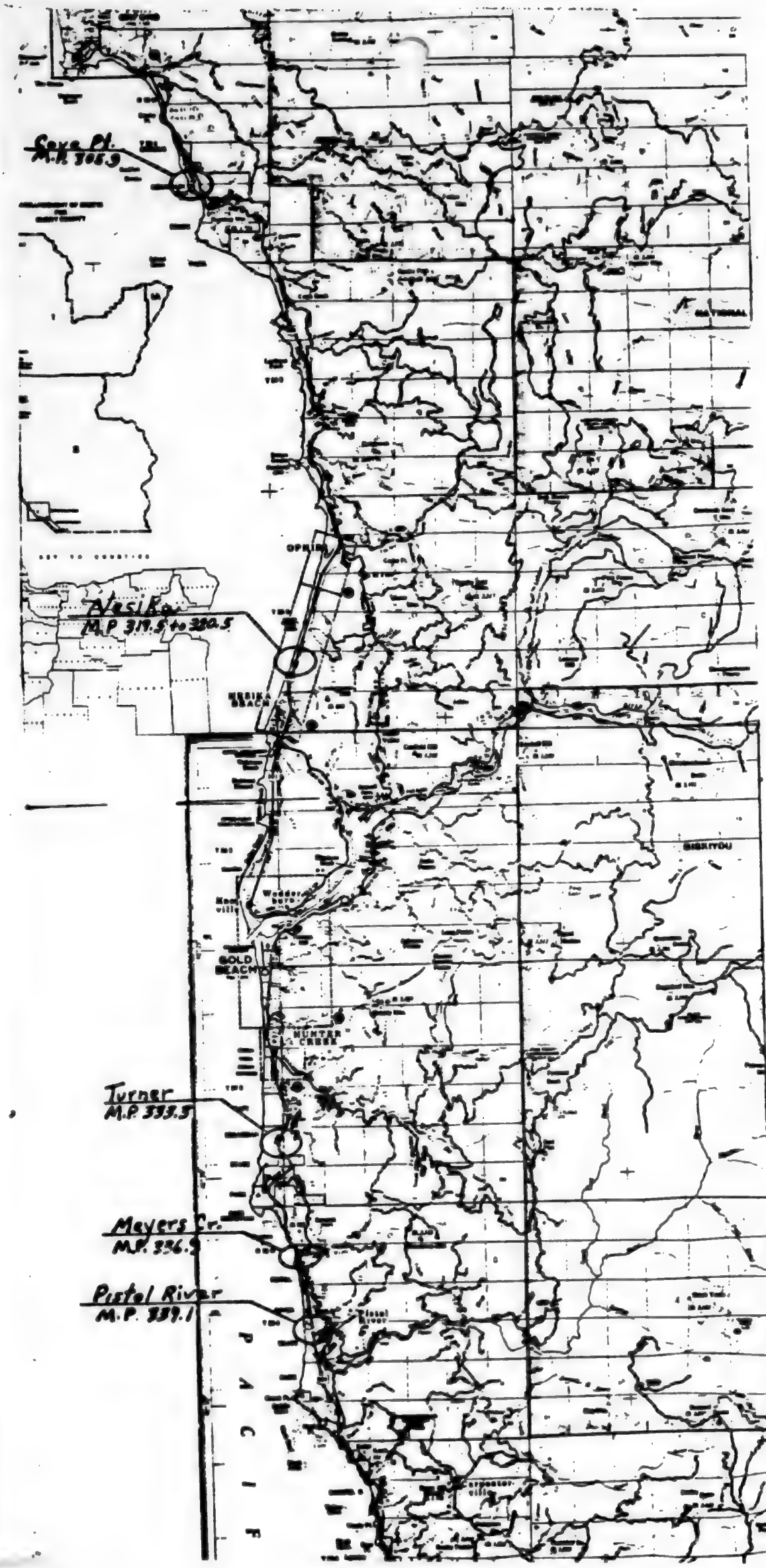
I recommend your approval and request authority to sign the necessary agreement for and on your behalf.

Att.

DES:pf ia

bc Fred D. Miller
R. W. Gormsen
R. N. Bothman
E. S. Hunter
W. E. Schwartz
Gary Potter
C. T. Keasey
J. H. Versteeg
V. E. Skoog
Jim Gix
Warren Richards
George Bell

734-3122


Gove Pt.
M.P. 308.9
Arasika
M.P 319.5 to 330.5
OPHIR
ARASIKA BEACH
GOLD BEACH
HUNTER CREEK
SISKIYOU
Turner
M.P 333.5
Meyers Cr.
M.P. 336.9
Pistol River
M.P. 339.1
PACIFIC

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO

NOTED
W. E. SCHWARTZ

TO: F I L E S

DATE: March 14, 1983

FROM: George C. Wills
Location Field Engineer

SUBJECT: Observations on Wave Damage
Oregon Coast Highway
Curry County

1 Versteeg ✓
Anderson
2 Adams ✓
Macnab
Stoudenmeyer
Terpin
Trout
Wakerlig

RECEIVED
MAR 15 1983
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up
Action

The south coast was visited with the purpose of viewing the damage to the Oregon Coast Highway which is occurring between M.P. 319.5 and M.P. 320.5.

Erosion in two areas is an immediate threat to the highway. The embankments have been eroded to the extent that pavement has broken away or is threatening to break away and slough down slope to the ocean. These areas are between M.P. 319.66 and M.P. 319.86 and M.P. 320.17 and M.P. 320.35.

The remainder of the section between M.P. 319.5 and M.P. 320.5 can be considered to be vulnerable to future storms.

Erosion and sloughing of the area were active during the morning of March 9, 1983 when the area was examined.

Other past construction areas similar to the subject site were visited to evaluate condition and function of the designs.

Taylor Creek fill was constructed in the late 1950's. The fill extended beyond low tide. Major protection was provided by a 50-foot wide berm constructed to elevation 30. The installation appears to be essentially intact and functioning well. Likely this is due to the quality and size of the stone. The surface exhibits stones of five to six feet in diameter and of adequate quantity to protect the top and face of the berm. This is an area directly exposed to the onslought to ocean waves.

Horse Prairie Creek fill was not examined in detail. The design berm was eroded on the face, but looking down upon the top of the berm from the roadway, there was not an apparent failure on the upper surface. Stones exposed in the seaward face appeared to be small and mixed with many fines. Several large stones were exposed. This area is protected to a considerable extent by a projecting headland immediately to the south.

RECEIVED
STATE HWY ENGR
MAR 18 '83
REFER TO
FOR
Info
Inves
R/D
D/R
Sign
Act
File

3-17-83
GC Wills

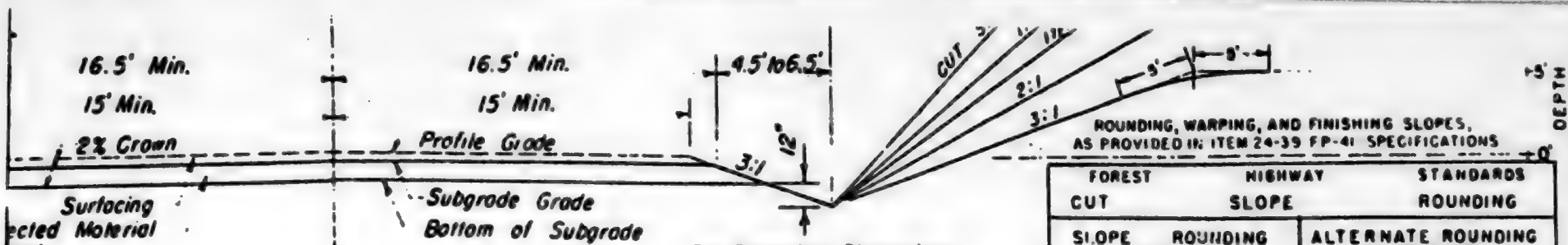
Hooskanaden Creek fill is damaged at the outfall of the two 96" diameter metal pipes. The damage extends for about one station on either side of the culverts, and the entire bench has been eroded away. The large stones were scattered seaward and appear to average about four feet in diameter. The remainder of the berm is essentially intact but it may be vulnerable to future storms. Support for pipes and erosion protection is needed in the area adjacent and under the pipes in the foreseeable future. This area is generally exposed to the open ocean.

Myers Creek fills have been eroded in half a dozen short areas between the parking area where the highway descends from Cape Sebastian and the southerly fill approach to Myers Creek Bridge. The large stones appear to be three to four feet in diameter and are present in reasonable quantity. Future storms may further erode the vulnerable areas noted. There are some rock stacks a short distance offshore which may give small protection to this area by dissipating some of the wave energy before striking the rock-faced fill.

Hunter Creek fills are protected with a rock berm. The stones are of generally small size. There does not appear to be a substantial amount of stones over two feet in diameter. In spite of the extensive sand beach extending seaward and several stacks which break up some of the forge of the waves, damage has occurred on the north approach to the Hunter Creek structure.

In conclusion, it appears that if rock slope protection is to be undertaken, the design used at Myers Creek be investigated for possible use. The economical berm size and reasonable size of stones appears to be a cost effective solution to the wave erosion at the subject site.

GCW:ge
Attachment
cc w/att J. J. Gix
J. H. Versteeg
F. E. Terpin
D. W. Bryson



TYPICAL CROSS SECTION

For Rounding Dimensions "B" And "F" See Table →

† = Measured on slope surface.

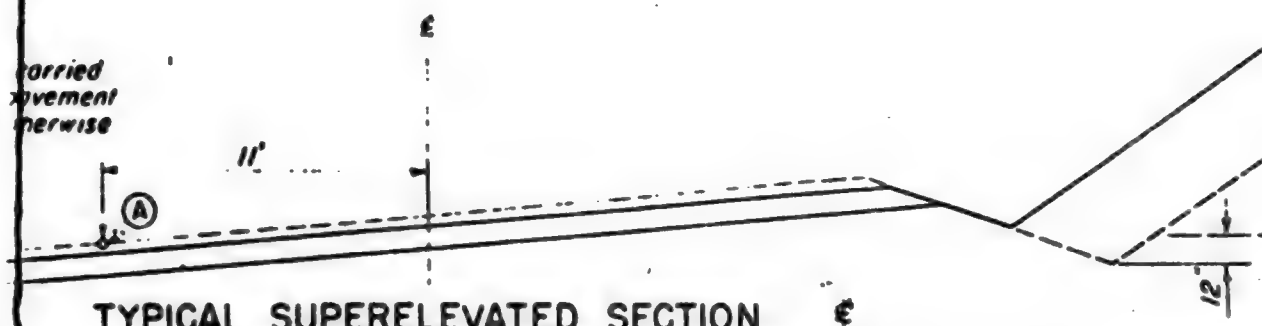
** = Desirable.

* Minimum (Wooded).

▼ = These ratios are desirable in steep terrain.

NOTE- In areas where existing conditions permit, use more liberal rounding with unequal semi-tangents (approximating a parabolic curve)

FOREST HIGHWAY CUT SLOPE STANDARDS ROUNDING				
SLOPE ROUNDING FACTORS			ALTERNATE ROUNDING DIMENSIONS	
NATURAL GROUND SLOPE	CUT SLOPE HEIGHT	RATIO ▼	SEMI-TANGENTS† BACK OF SLOPE STAKE "B"	SEMI-TANGENTS† FRONT OF SLOPE STAKE "F"
VARIABLE	0'-5'	3:1	5	5
VARIABLE	5'-10'	2:1		
RELATIVELY FLAT (6:1 AND FLATTER)	10'-15'	1½:1	8	8
	15'-30'	1¼:1		
	OVER 30'	1:1		
MODERATELY STEEP (6:1 TO 3:1)	10'-15'	1½:1	8 OR 5	8 ** OR 5 *
	15'-30'	1¼:1		
	OVER 30'	1:1	5	5 *
STEEP (STEEPER THAN 3:1)	10'-15'	1½:1	5	5 *
	15'-30'	1¼:1		
	OVER 30'	1:1		

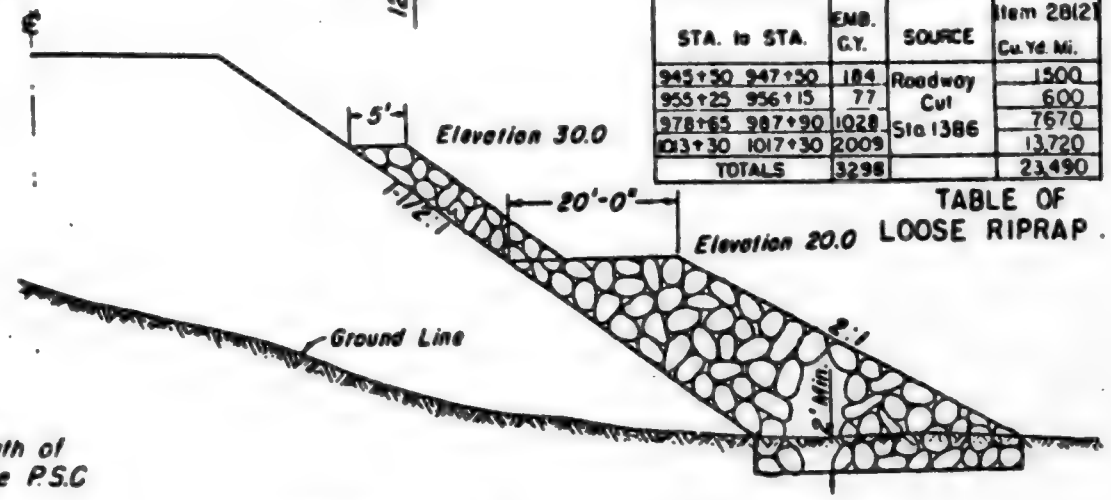


TYPICAL SUPERELEVATED SECTION

TABLE OF SUPERELEVATION	
D	RATE OF SUPER
Below 1°	Standard Crown
1°	2 %
1° 30'	3 %
2°	4 %
2° 30'	5 %
3°	6 %
3° 30'	7 %
4°	8 %
4° 30'	9 %
5° and over	10 %

TE:-
ate of super shall be equally proportioned over the full length of
spiral, using a level section at the P.S. and full super at the P.S.C

NOTE:
The culvert lengths as herein shown are approximate Contractor shall not order culvert pipe until actual lengths are furnished to him by the engineer.



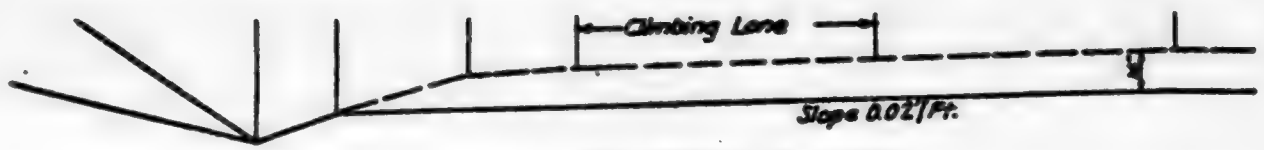
STA. to STA.	EMB. C.Y.	SOURCE	Item 28(2) Cu. Yd. Mi.
945+30 947+30	184	Roadway Cut Sta 1386	1500
955+25 956+15	77		600
978+65 987+90	1028		7670
1013+30 1017+30	2009		13,720
TOTALS	3298		23,490

TABLE OF LOOSE RIPRAP.

NOTE:-
Excavation for Loose Riprap to be paid for as Unclassified Excavation, Item 24(2).

TYPICAL HALF SECTION
SHOWING LOOSE RIPRAP

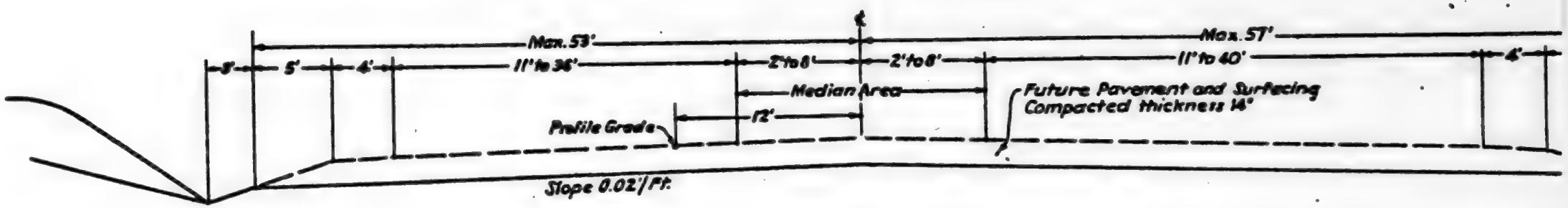
BEACH



Compacted thickness to
Sta. 1226+41 to Sta. 1306+50
" 1315+00 " " 1329+00
" 1342+00 " " 1389+00
" 1390+40 " " 1428+75
" 1431+00 " " 1431+93

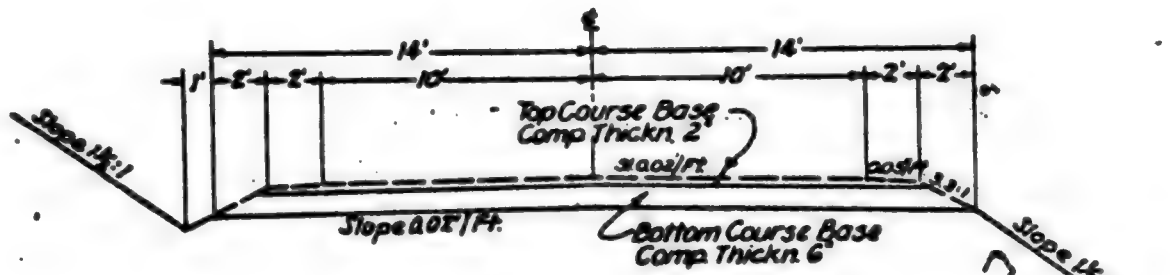
Sta. 1226 to Sta. 1262

Main Roadway Section



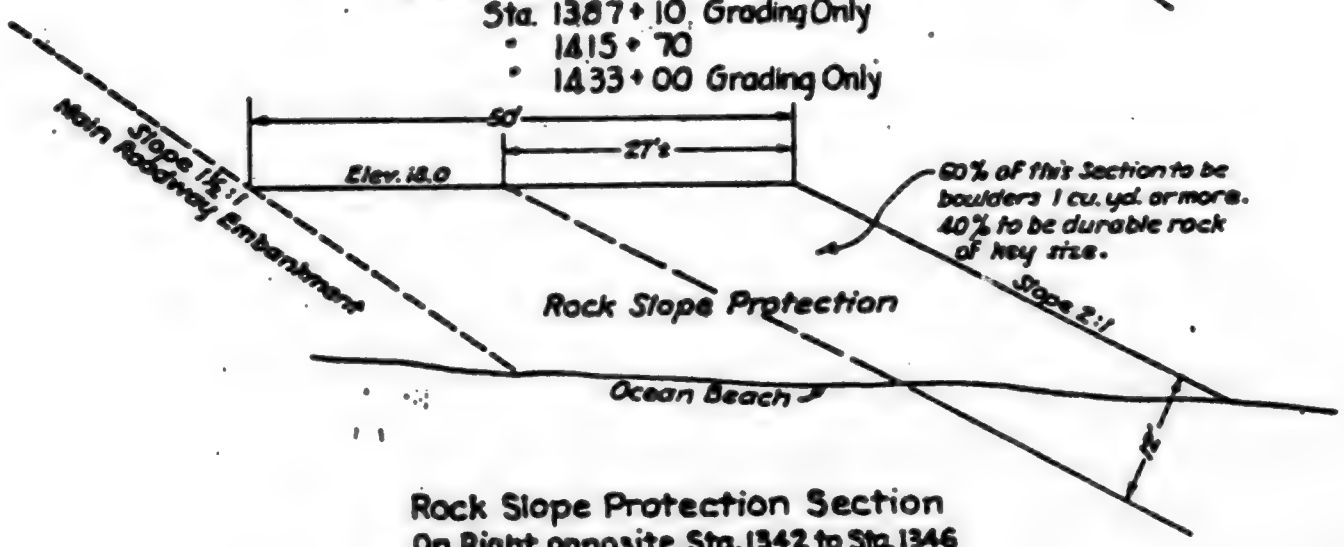
Channelization Section

Sta. 1377+50 to Sta. 1397
" 1424+50 " " 1444



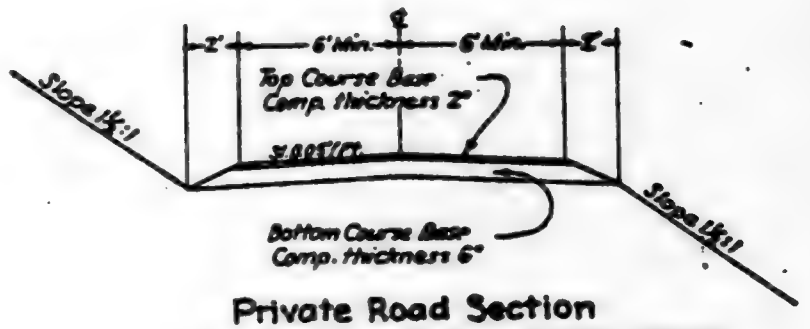
Road Connection Section

Sta. 1387+10 Grading Only
" 1415+70
" 1433+00 Grading Only


50'
27'±
Elev. 18.0
Slope 1½:1
Main Roadway Embankment
60% of this Section to be boulders 1 cu. yd. or more. 40% to be durable rock of key size.
Rock Slope Protection
Slope 2:1
Ocean Beach

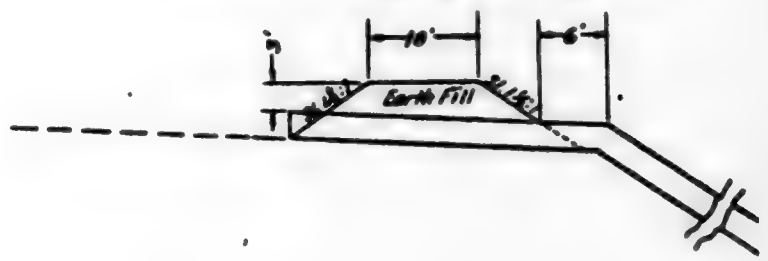
Rock Slope Protection Section

On Right opposite Sta. 1342 to Sta. 1346

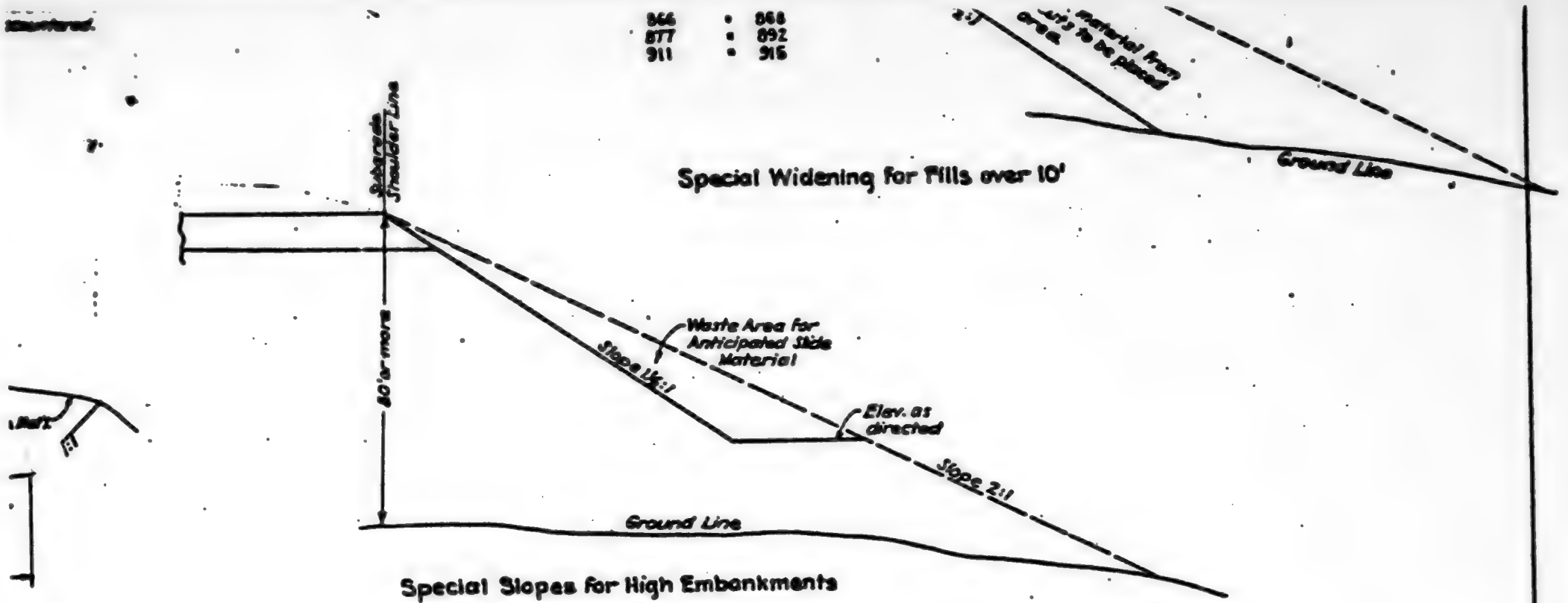


Private Road Section

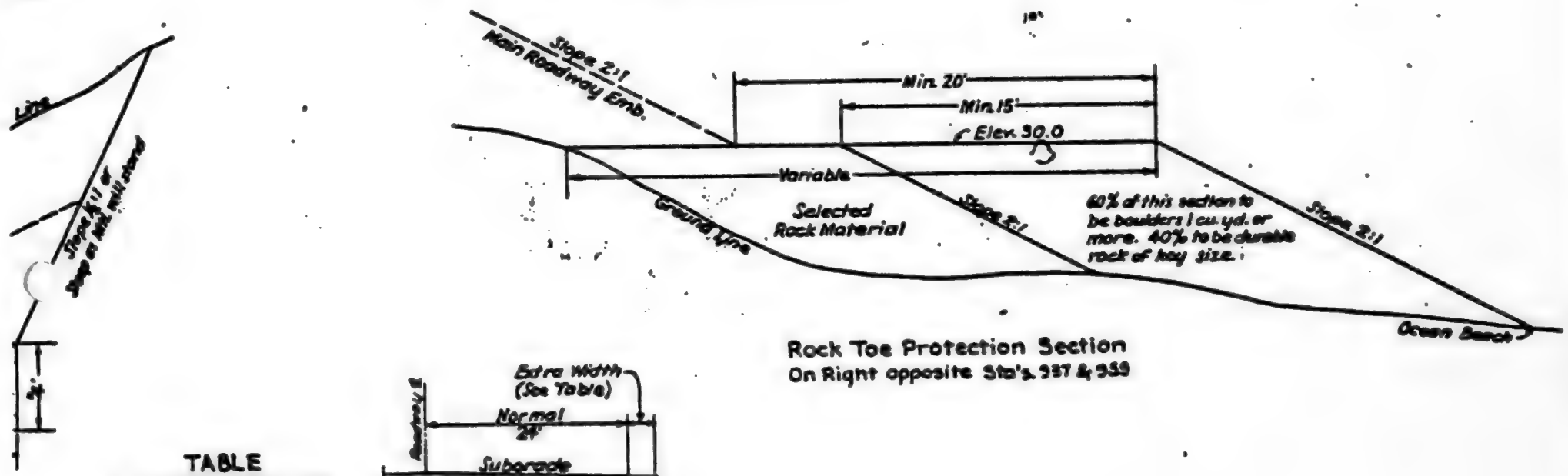
On Left opp. Sta. 1347+50 to Sta. 1352+50
" " " " 1398+50 to " 1403+50



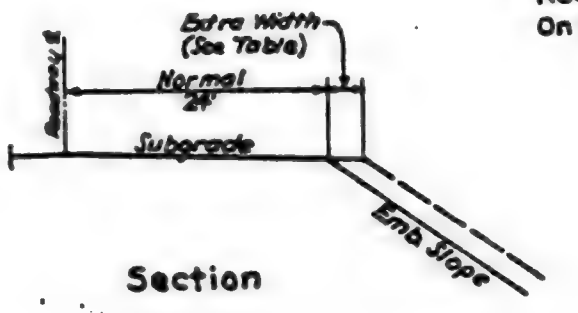
866 • 868
877 • 892
911 • 915



Special Slopes for High Embankments



Rock Toe Protection Section
On Right opposite Sta's. 937 & 959



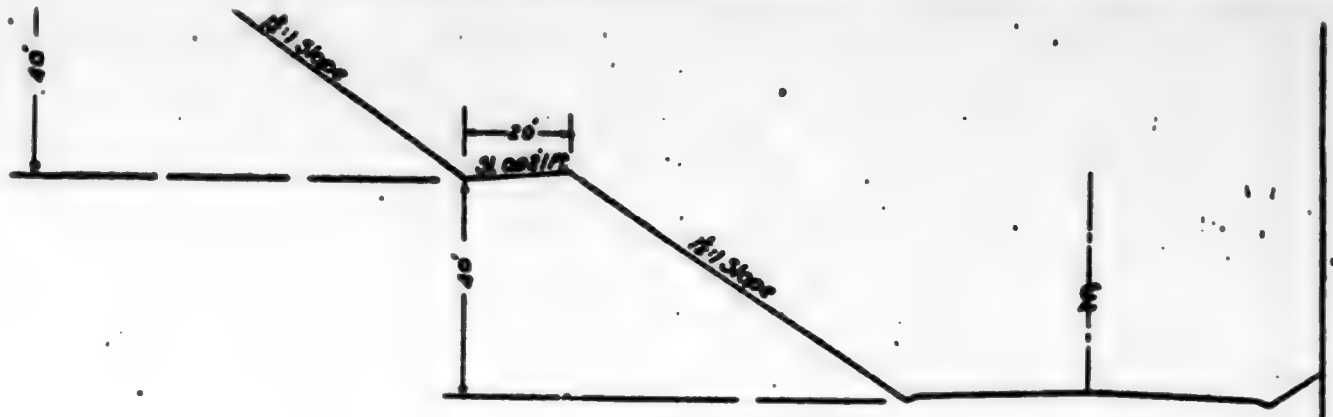
Section

TABLE

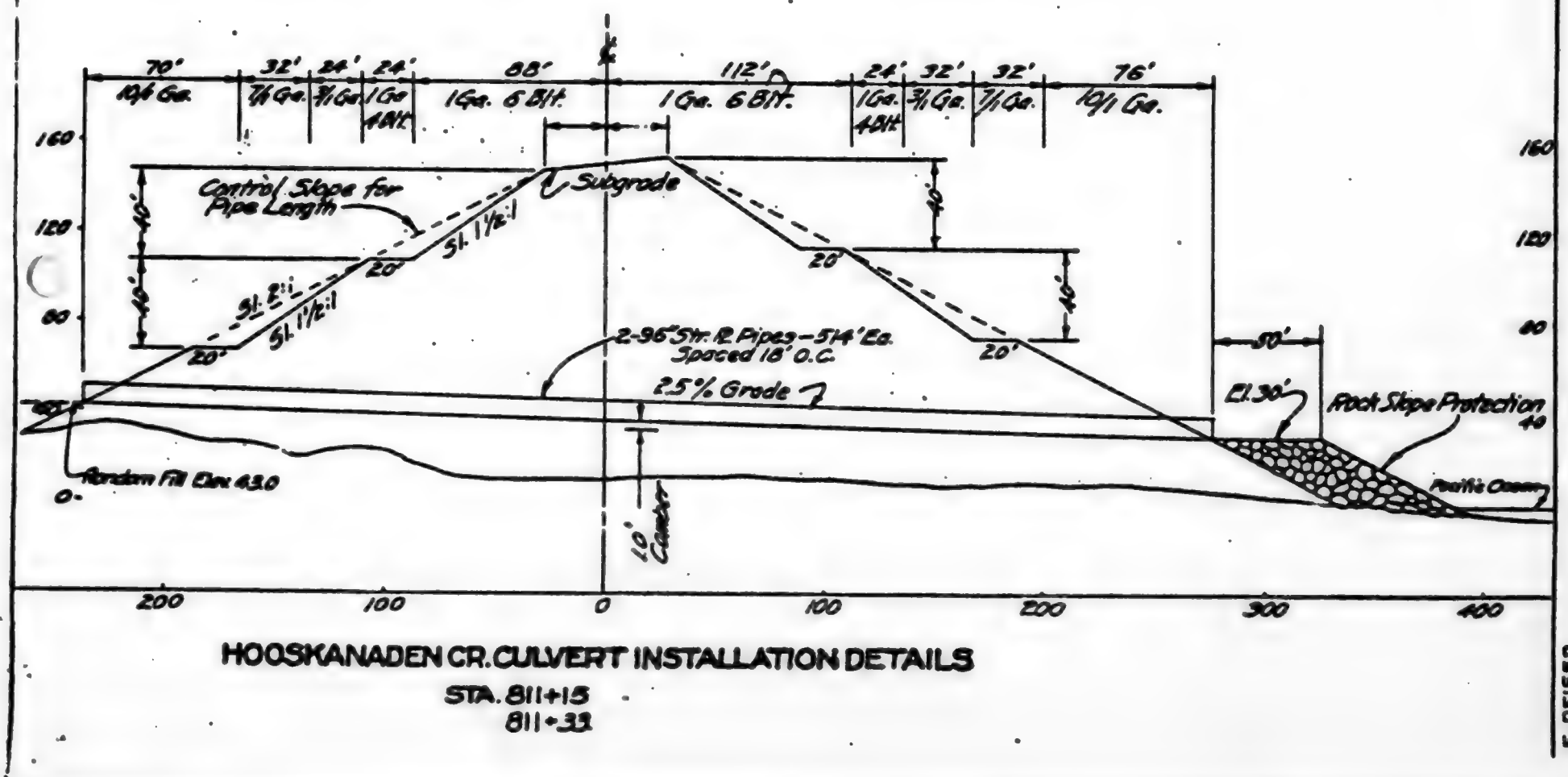
Height of Fill	Extra Width
12' to 20'	1'
21' to 30'	2'
31' to 50'	3'
Over 50'	4'

Extra Widths on Embankments

HOE PRAIRIE CREEK



Slope Terracing
Sta. 750 to Sta. 755-Lt.



HOOSKANADEN CR. CULVERT INSTALLATION DETAILS

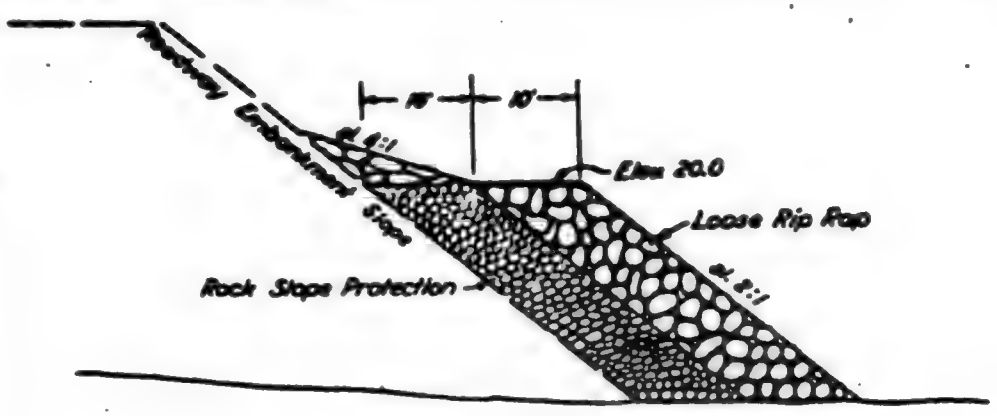
STA. 811+15
811+33

E. PFIFER

8-inch Perforated Metal Drain Pipe, Uncoated	Lin. Ft.	1,400	300	412	1,900	210	2,400
12-inch Perforated Metal Drain Pipe, Uncoated	Lin Ft.	1,710	480		2190	210	2,400
Special Backfill in Drains	Cu. Yd.	2,323	2,573	171	4,867	483	5,350
102-inch Structural Plate Pipe, Coated	All				All		All
Metal Guard Rail	Lin Ft.	950			950	90	1040
Loose Rip Rap	Cu. Yd.		8,198	3,467	39,665	3,935	43,600
Coarse Crushed Material in Base	Cu. Yd.				5,673	587	6,460
3/4"-0 Material in Base	Cu. Yd.				1,018	102	1,120
Sprinkling	M Gal				1,562	138	1,700
Preparation of Base	All				All		All
3/4"-0 Material in Binder Course	Cu. Yd.				64	6	70
Furnishing and Placing Aggregates	Cu. Yd.				424	16	440
RC-3 Asphalt	Ton				10	1	11
200-300 Asphalt	Ton				31	3	34
RS-1 Asphalt	Ton				8	1	9
60-Inch Asbestos Protected Corrugated Metal Pipe	Lin Ft.			110	110	10	120
Class A Concrete in Connector	Cu. Yd.			7	7	1	8
Metal Reinforcement in Connector	Lbs.			650	650	50	700
Shoring, Cribbing, etc.	All				All		All
Structural Excavation	Cu. Yd.				670	30	700
Structural Excavation Below elevations shown	Cu. Yd.					75	75
Furnish (10"BP42#) Steel Piling	Lin. Ft.				350		350
Drive Steel Piles	One				7		7
Splice Steel Piles	One					2	2
Seal Concrete	Cu. Yd.				250		250
Class A Concrete	All				All		All
Metal Reinforcement	All				All		All
Metal Parapet Railing	Lin. Ft.				600		600
8-inch Metal Drain Pipe	Lin Ft.				47	3	50

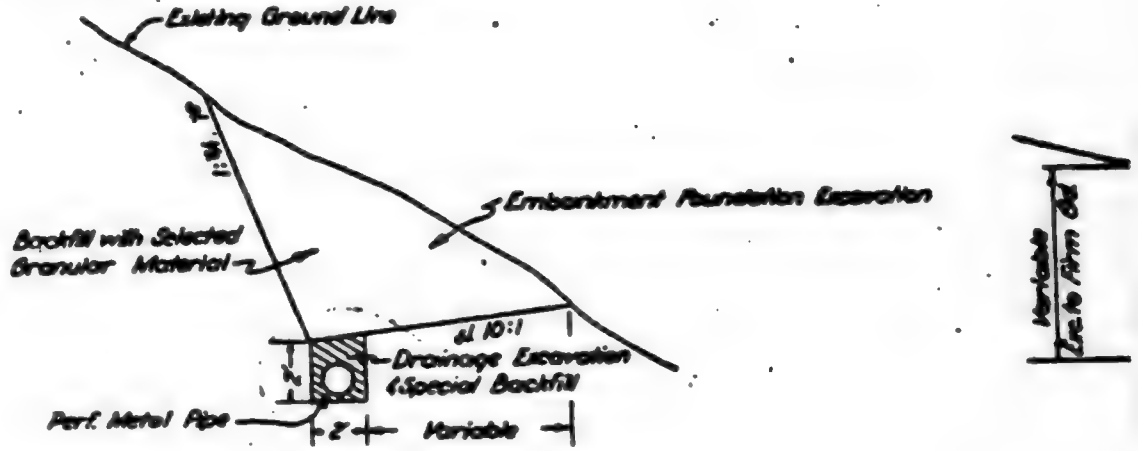
Roadwork

Myers Creek Structure



ROCK SLOPE PROTECTION & LOOSE RIP RAP
STA. 410+00 To STA. 435+50

STA. 435+50 [440+10.31 / 434+76.99 EQUA] STA. 435+50
STA. 440+00 To STA. 449+75
STA. 455+25 To STA. 459+40
STA. 460+10 To STA. 469+75



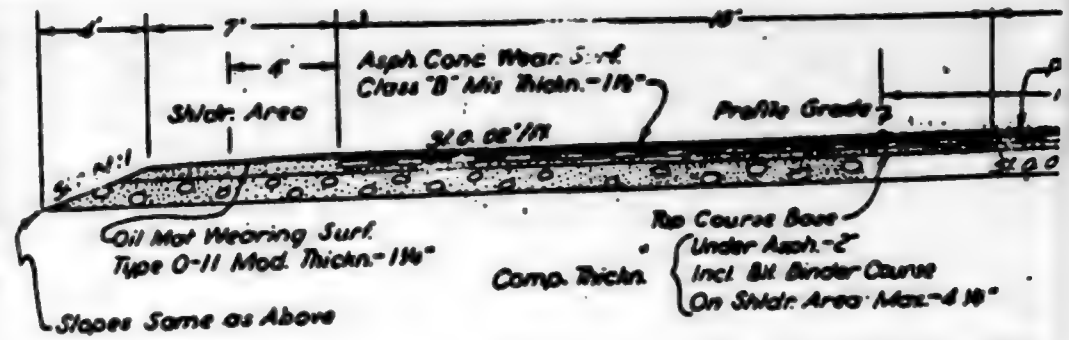
SLOPE BENCH SECTION IN EMBANKMENT AREAS

MYERS CREEK

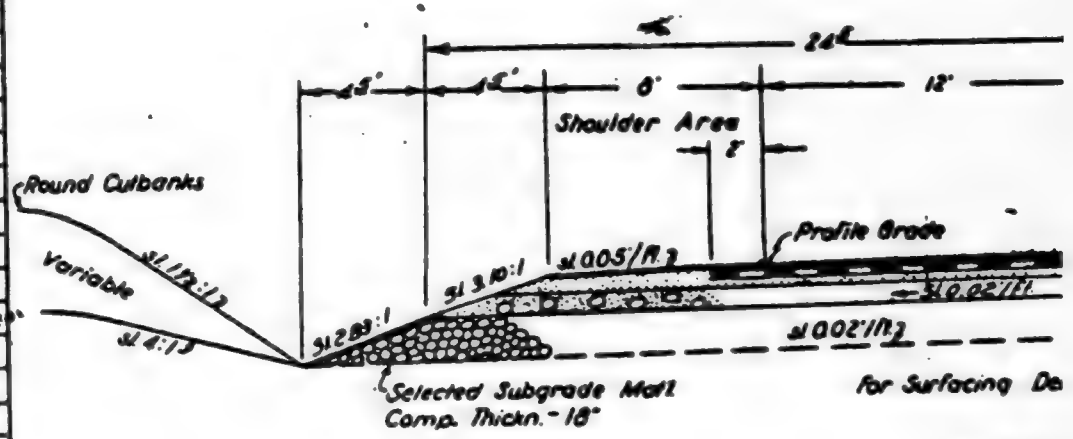
Alignment

Hunter Creek Bridge

24-Inch	"	114	16	130
36-Inch	"	30	10	40
18-Inch Concrete Pipe	"	15	5	20
24-Inch	"	5293	507	5800
8-Inch Perforated Metal Drain Pipe, Uncoated	"	972	128	1,100
Special Backfill in Drains	Cu.Yd.	1		1
36-Inch Asbestos Protected Elliptical Inlets	One	7950	550	8500
Metal Guard Rail	Lin.Ft.	17	3	20
Metal Sight Posts	One	141	19	160
Type 2 Fence	Rod	2	1	3
14'-48" Metal Gate	One	32.995	3,005	36.000
Coarse Crushed Material in Base	Ton	5727	573	6,300
3/4"-0 Material in Base	"	1067	133	1,200
Sprinkling	M-Gal.	1.30		1.30
Preparation of Base	Mile	474	46	520
3/4"-0 Material in Binder Course	Ton	677	33	710
Furnishing & Placing Aggregates	"	54	6	60
RC-3 Asphalt	"	44	6	50
120-150 Asphalt	"	12	2	14
RS-1 Asphalt	"	7,192	408	7,600
Asphaltic Concrete Mixture	"	431	29	460
85-100 Asphalt in Mixture	All	All		All
Shoring, Cribbing, etc.	Cu.Yd.	750	50	800
Structural Excavation	Lin.Ft.	1085		1085
Furnish Steel Piling	Each	14		14
Drive Steel Piles	Lin.Ft.	6,160		6,160
Furnish Timber Piling	Each	168		168
Drive Timber Piles	Cu.Yd.	1,163		1163
Class "A" Concrete	"	205		205
Seal Concrete	Lb.	268,000		268,000
Metal Reinforcement	Lin.Ft.	718	2	720
Pipe Parapet Rail	Lin.Ft.	62	8	70
8-Inch Metal Drain Pipe				

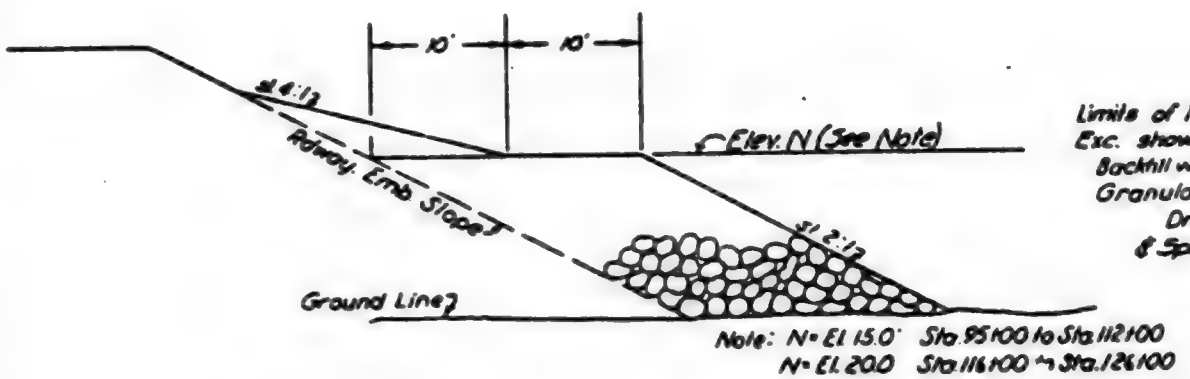


CHANNELIZATION STA.
TAPER SECTIONS {STA.
STA.

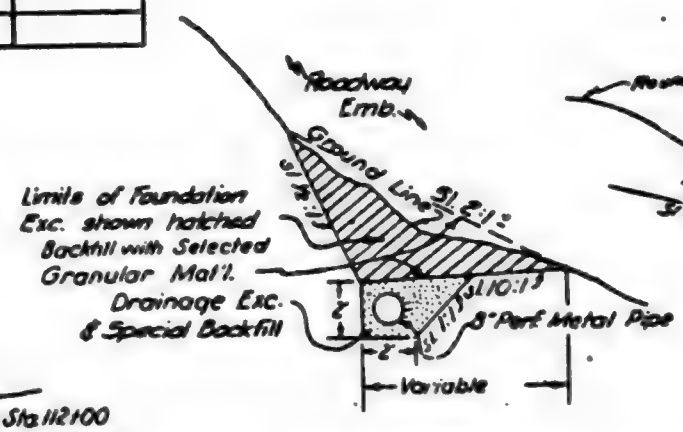


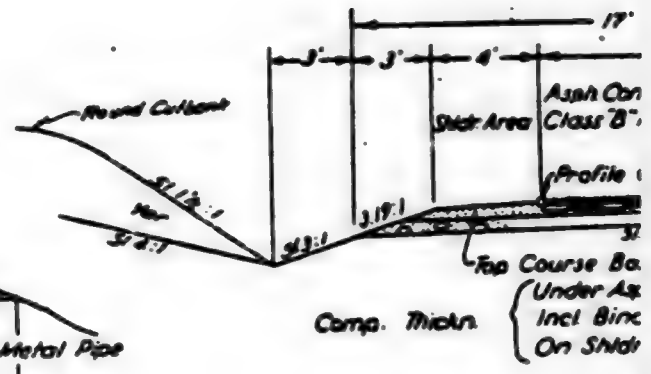
for Surfacing De

STA. 12
STA 14



ROCK SLOPE PROTECTION





SLOPE BENCH SECTION IN EMB. AREA

CONNE

HUNTER CREEK

Disregard

Last

3

Frame

1983 Winchuck River Br. Sec., 9690
Oregon Coast Hwy. (Deck Overlay)

9 of

cc: L. W. Rulien

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	3	CURRY	OREGON
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
2-4-86	W. N. Bryant, Area Engineer, FHWA		BHF-2-1(19)
COMPLETION DATE (Actual)	**ACCEPTANCE DATE BY CONRTACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
2-1-84	6-7-85	130%	80 C.D.

LOCATION

US 101, 0.5 miles North of California State Line

~~The FHWA-47 Statement of Materials and Labor Used by Contractor on Highway Construction Involving Federal Funds, has been submitted.~~
(Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

WINCHUCK RIVER BRIDGE SECTION
OREGON COAST HIGHWAY
Deck Overlay

This project provided for the construction of a latex-modified concrete overlay, construction of concrete bridge end panels, repair of bridge expansion joints, installation of guardrail at bridge ends, and asphalt concrete pavement of approaches. A contract in the bid amount of $159,180.00 was awarded Siuslaw Construction Company, Clackamas, Oregon on August 16, 1983. Work began on August 30, 1983, and was completed in reasonably close conformance with the approved plans and specifications, including approved changes, on 2/1/84 at a final cost of $214,613.76 which includes $168,223.55 for original bid item work, $7,816.29 for work completed under approved price agreements, $4,050.00 credit for liquidated damages, $5,339.29 for approved Force Account work, $4,821.76 for State Force work and, $32,462.87 for construction engineering.

A total of 121 calendar days were used in completing the work as compared to the 80 calendar days allowed under the contract. A 14-day time extension was approved on 7/30/84, leaving 27 calendar days for which liquidated damages in the amount of $4,050.00 was assessed.

The State has explained all overruns and underruns in a satisfactory manner. A copy of the explanation is attached to the Division Office copy of this report.

##########

NOTED
W. E. SCHWARTZ

RECEIVED
STAT HWY ENGR
FEB 5 '86

REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: W. N. Bryant, Area Engineer		SIGNATURE: G. K. HOSSNER, Field Operations Engineer	
TITLE: Area Engineer	DATE: FEB - 5 1986	TITLE: Field Operations Engineer	DATE: FEB - 5 1986

FORM FHWA 1446B (Rev. 2-84) PREVIOUS EDITIONS MAY BE USED.

CL 1985-0177
7690

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
OCT 18 1985
BARBARA ROBERTS
SECRETARY OF STATE

October 16, 1985

CON 5 - 9690 IN REPLY REFER TO FILE NO.:

RECEIVED
OCT 21 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Arrow Brothers Corp.
AGC Center, No. 310
9450 S.W. Commerce Circle
Wilsonville, OR 97070

Attention: Howard Ingram
Highway Projects Manager

This will acknowledge your letter of October 2, 1985, filing a claim against the following Highway Division contract:

FILED BY:	Arrow Brothers Corp.
AMOUNT:	$1,196
FOR:	Labor and materials
AGAINST (Prime contractor)	Siuslaw Construction Co.
CONTRACT NO.:	9690
PROJECT:	Winchuck River Bridge, Oregon Coast Highway, Curry County
SURETY:	Fireman's Fund Insurance Co.
AGENT:	Tromp & McKinley Insurance, Inc.

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

NOTED ON CARD
11-18-85

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

cc: Siuslaw Construction Co.
9291 S. E. 64th
Portland, OR 97206

Tromp and McKinley Ins., Inc.
P. O. Box 1357
Eugene, OR 97440

Fireman's Fund Insurance Co.
Fidelity and Surety Dept.
121 S. W. Salmon St., Suite 900
Portland, OR 97204

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

AGC Center, No. 310
9450 SW Commerce Circle
Wilsonville, Oregon 97070
(503) 682-2100

Arrow Brothers Corp.
Highway Specialty Division

October 2, 1985

File No.

State of Oregon
Highway Division
121 Transportation Bldg.
Salem, OR 97310

Attn: Robert W. Gormsen

Dear Mr. Gormsen:

Notice is hereby given that the undersigned Arrow Brothers Corp. has a claim for labor and materials to install guardrails for the Oregon State Highway Division, Contract No. 9690 in the sum of One Thousand One Hundred Ninety Six Dollars and No Cents ($1,196.00) against the bond taken from Siuslaw Construction and Fireman's Fund Ins. for the work of a latex concrete deck overlay of the Winchuck River Bridge Section of the Oregon Coast Highway in Curry County.

Sincerely,

Howard Ingram
Highway Projects Manager

HI:11

CC: Tromp & McKinley
Siuslaw Construction
Phoenix

RECEIVED
OCT 7 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9670

STATE COPY

TO BE COMPLETED BY FHWA		
MONTHLY TRANSACTION NUMBER 10-84	U.S. Department of Transportation Federal Highway Administration	Form Approved; O M B No. 04-R2089
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	State: Oregon
MODIFICATION NUMBER 4	10-15-85	County: Curry
		Project Number: BHF-2-1(19)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 21 ,19 83 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 210,384.00	$ 216,442.00
Federal funds	$ 168,307.00	$ 173,153.00
Other revisions		

This modification is made for the following reasons:

To include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 15TH day of OCT ,19 85 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

~~By~~ For: L. W. Rulien, P.E.

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale B. Wilken

Form PR-2A

Previous editions are obsolete

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON SEPTEMBER 16, 1985

FEDERAL AID PROJECT NO. BHF-2-1(19)

Winchuck River Bridge Section
Oregon Coast Highway
Curry County

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE X021
Bridge Deck Rehabilitation (Sta. 1037+71 to Sta. 1041+35)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT	
Advance Traffic Signal Loops	$		$1,200.87		$5,156.53	
Furnish Manhole Adjustment Ring					182.76	
Signal Controller Testing (S.F.O. #2)					875.00	
State Furnished Software program (S.F.O. #3)					600.00	
Deliver Guardrail Elements (S.F.O. #4)					444.42	
			$1,200.87		$7,258.71	
					Increase	$ 6,057.84
			Subtotal from Estimate of August		23, 1984	182,942.78
					Subtotal	$189,000.62
					Engineering	27,441.38
					Total	$216,442.00

Length of Structure ---------- 0.69 mile

Federal Funds (80%)	$173,153.00
State Funds	43,289.00
TOTAL	$216,442.00

Reimbursement 100%; $210,384.00 Public Law 97-425, S145

Group 1: 96%; Group 8: 4%
Contract No. 9690
Prefix: 8-1439
Prefix: C09690

RLC:me

1690 Winchuck River Bridge
8-1073

TO BE COMPLETED BY FHWA		Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 11-25	U.S. Department of Transportation Federal Highway Administration	State: Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County: Curry
MODIFICATION NUMBER 3	10-1 [illegible] 1	Project Number: BHF-2-1(19)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 21, 19 83, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 210,384	$ 210,384
Federal funds	$ 210,384	$ 168,307

Appn Code 114

Other revisions

(Note: Additional Federal Funds collected - $ 40,698.34)

40,699.14 actual

80% coded to 010

This modification is made for the following reasons:

"The project agreement executed 9-21-83, and modified on 7-30-84 and 8-28-84 is modified to decrease Federal-aid participation to 80 percent in accordance with P.L. 97-424, Section 145."

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 1st day of October, 19 84.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By [signature]

Manager, Program Section
(Title)

~~By~~ For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By [signature]
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

9690

TO BE COMPLETED BY FHWA		
MONTHLY TRANSACTION NUMBER 8-291	U.S. Department of Transportation Federal Highway Administration	Form Approved; O M B No. 04-R2089
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	State: Oregon
MODIFICATION NUMBER 2	9-21-84	County: Curry
		Project Number: BHF-2-1(19)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 21 , 1983 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 198,769.00	$ 210,384.00
Federal funds	$ 159,015.00	$ 168,307.00*
Other revisions		*See reverse side for Additional Provisions

This modification is made for the following reasons:

To include increased construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 28th day of August , 1984 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

for Manager, Program Section
(Title)

By For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen. File

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON AUGUST 23, 1984

FEDERAL AID PROJECT NO. BHF-2-1(19)

Winchuck River Bridge Section
Oregon Coast Highway
Curry County

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE X021
Bridge Deck Rehabilitation (Sta. 1037+71 to Sta. 1041+35)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Epoxy Removal (P.A. #4)	$ --	--	$ --	All Required	$7,816.29

Increase	$ 7,816.29
Subtotal from Project Agreement Estimate July 24, 1984	175,126.49
Subtotal	$ 182,942.78
Engineering	27,441.22
Total	$ 210,384.00

Length of Structure ---------- 0.69 mile

Federal Funds (80%)	$ 168,307.00
State Funds	42,077.00
TOTAL	$ 210,384.00

Reimbursement 100%; $210,384.00 Public Law 97-425, S145

Group 1: 96%; Group 8: 4%
Contract No. 9690
Prefix: 8-1439
Prefix: 8-1073

RHZ:me

9690

TO BE COMPLETED BY FHWA			
MONTHLY TRANSACTION NUMBER 7-2734 2744	U.S. Department of Transportation Federal Highway Administration	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	Form Approved; O M B No. 04-R2089 State: Oregon
PROJECT REPORT NUMBER		7-2734	County: Curry
MODIFICATION NUMBER 1			Project Number: BHF-2-1(19)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 21, 1983, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 182,371	$ 198,769
Federal funds	$ 145,896	$ 159,015 *
Other revisions		* See Reverse Side For Additional Provisions

This modification is made for the following reasons: to include increased construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 30th day of July, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By [signature]

Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By [signature]
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

ADDITIONAL PROVISIONS

"The Federal-aid participation is increased to 100.0 percent for reimbursement claims paid on or before September 30, 1984, in accordance with Pub. L. 97-424, Section 145. The additional Federal funds requested total $39,754.00. Claims paid after September 30, 1984, shall be at the regular Federal pro rata share of 80 percent."

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JULY 24, 1984

FEDERAL AID PROJECT NO. BHF-2-1(19)

WINCHUCK RIVER BRIDGE SECTION
OREGON COAST HIGHWAY
CURRY COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE X021
BRIDGE DECK REHABILITATION
(STA. 1037+71 to STA. 1041+35)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Class C Asphalt Concrete	$ 35.00	100	$ 3,500.00	147.08	$ 5,147.80
Class 2 Preparation	54.00	130	7,020.00	221.77	11,975.58
Furnish Latex-Modified Concrete	352.00	75	26,400.00	93.87	33,042.24
Advance Traffic Signal Loops (FA #1)	---	---	---	---	1,200.87
	Subtotals		$36,920.00		$ 51,366.49

Increase	$ 14,446.49
Subtotal from Project Agreement Estimate of September 6, 1983	160,680.00
Subtotal	$ 175,126.49
Engineering	23,642.51
Total	$ 198,769.00

Length of Project 0.69 mi

Federal Funds (80%)	$ 159,015.00
State Funds	39,754.00
Total	$ 198,769.00

Reimbursement 100%; $198,769.00 Public Law 97-424, S 145

Group 1 96%; Group 8 4%
Contract No. 9690
Prefix: 8-1439
Prefix: 8-1073
WH:bkb

OMB No. 04-R2089

TO BE COMPLETED BY FHWA	U. S. DEPARTMENT OF TRANSPORTATION	State
MONTHLY TRANSACTION NO.	FEDERAL HIGHWAY ADMINISTRATION	Oregon
9-184 + 185	FEDERAL-AID PROJECT AGREEMENT	County: Curry
		Project No.: BHF-2-1(19)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Winchuck River Bridge

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-6-83	0.069
OTHER *(Specify)*		

FUNDS PRO RATA 80.0%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 182,371.00	$ 145,896.00 *

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

*See Additional Provisions

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By [signature]
Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.
State Highway Engineer
(Title)

By _____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By [signature]
(Division Administrator)
For: Dale E. Wilken

Date executed by Division Administrator 9/21/83

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon September 6, 1983

Federal-Aid Project No. BHF-2-1(19)

Winchuck River Bridge Section
Oregon Coast Highway in Curry County

PROJECT AGREEMENT ESTIMATE

Type Code X021
Bridge Deck Rehabilitation (Sta. 1037+71 to Sta. 1041+35)

Mobilization	All Required		$	16,500.00
Temporary Protection and Direction of Traffic	All Required			1,000.00
Temporary Signs	146 Sq. Ft.	10.00		1,460.00
Temporary Traffic Signal Installation	1 Each	39,500.00		39,500.00
Temporary Plastic Safety Markers	35 Each	50.00		1,750.00
Flagman	250 Hour	10.00		2,500.00
Removal of Structures and Obstruction	All Required			600.00
Aggregate Shoulders	400 Ton	12.00		4,800.00
Class "C" Asphalt Concrete	100 Ton	35.00		3,500.00
Reinforced Concrete Bridge End Panels	145 Sq. Yd.	68.00		9,860.00
Guard Rail, Type 2A	600 Lin. Ft.	8.50		5,100.00
Guard Rail, Type 3	100 Lin. Ft.	19.00		1,900.00
Guard Rail Anchors, Type 1	5 Each	300.00		1,500.00
Extra for Guard Rail Bridge Connections	4 Each	150.00		600.00
Rail End Pieces, Type C	5 Each	75.00		375.00
Rail End Pieces, Terminal Connector	4 Each	45.00		180.00
Extra for Asphalt Approaches	4 Each	200.00		800.00
Extra for Asphalt Walks	275 Sq. Yd.	5.00		1,375.00
Class I Preparation	1,300 Sq. Yd.	9.50		12,350.00
Class II Preparation	130 Sq. Yd.	54.00		7,020.00
Furnish Latex-Modified Concrete	75 Cu. Yd.	352.00		26,400.00
Construct Latex-Modified Concrete Surfacing	1,300 Sq. Yd.	12.80		16,640.00
Install Gates	5 Each	150.00		750.00
Expansion Joints, Single	68 Lin. Ft.	40.00		2,720.00
			$	159,180.00

Anticipated Items

Permanent Pavement Striping	All Required		$ 1,500.00
		Subtotal	$ 160,680.00
		Engineering	21,691.00
		Total	$ 182,371.00

Length of Structure 0.69 mi.

Federal Funds (80%)	$ 145,896.00
State Funds	36,475.00
Total	$ 182,371.00

Reimbursement 100%; $182,371.00 Public Law 97-424, S145

Group 1 96%; Group 8 4%
Contract No. 9690
Prefix: 8-1439
Prefix: 8-1073

June 25, 1985

Fireman's Fund Insurance Co.
PO Box 3825
Portland, OR 97208

CON 5
#9690

Gentlemen or Ladies:

On June 12, 1985, we wrote to you concerning release of final payment on Contract No. 9690 awarded to Siuslaw Construction Co. for deck overlay on the Winchuck River Bridge Section of the Oregon Coast Highway in Curry County.

Final payment on this contract is $10,601.12. The total contract amount is $177,329.13 including $5,339.29 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
cc: Siuslaw Construction Co.
9291 SE 64th
Portland, OR 97206

Tromp & McKinley Insurance, Inc.
PO Box 1357
Eugene, OR 97440

bc: C. O. Fredrickson
Walt Hart
James J. Gix

STATE OF OREGON

INTEROFFICE MEMO

Highway Construction 378-6318 FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: August 8, 1984

FROM: O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Winchuck River Bridge Section
Oregon Coast Highway, Curry County
Contract No. 9690

This federal aid deck overlay project was recently completed and it is now apparent that the final cost will exceed the project authorization by $26,800.00 or 14.7 percent.

The contract provided for removal of the top 1/4-inch of the existing concrete surface, plus removal of all unsound concrete below the upper 1/4-inch. After grinding off the top surface as required, the contractor encountered four different types of epoxy materials which had to be removed. These materials were different from "unsound concrete" on which he had based his bid, and required considerably more work to remove than would the material which he anticipated. The extra cost of removing this foreign material added more than $7,800 to the cost of the project.

In order to correct irregularities in the existing bridge deck surface and to provide smooth riding approaches to the structure, it was necessary to apply more surfacing material than had been anticipated. Overruns of the latex-modified concrete and the asphalt concrete materials added more than $8,200 to the cost of the project.

The project site is located more than 100 miles from the Project Manager's headquarters and proper inspection of the job required payment of per diem expenses for crew members. Together with a 50 percent overrun of the contract completion time, this caused construction engineering costs to overrun.

There are sufficient funds available in the category of work and all the increase, except $1,975, is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $26,800.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

NOTED
W. E. SCHWARTZ

O.K. - WES

RECEIVED
STATE HWY ENGR
AUG 9 '84
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

cc: J. J. Gix
F. D. Morrison
B. M. Walton
W. F. Cobine

81-125-1307

Contains Recycled Materials

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
DOT DIRECTOR
In Reply Refer to
AUG 13 '84
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

DATE: August 8, 1984

TO: Oregon Transportation Commission

FROM: H. S. Coulter, P.E., P.L.S.
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Winchuck River Bridge Section
Oregon Coast Highway, Curry County
Contract No. 9690

This federal aid deck overlay project was recently completed and it is now apparent that the final cost will exceed the project authorization by $26,800.00 or 14.7 percent.

The contract provided for removal of the top 1/4-inch of the existing concrete surface, plus removal of all unsound concrete below the upper 1/4-inch. After grinding off the top surface as required, the contractor encountered four different types of epoxy materials which had to be removed. These materials were different from "unsound concrete" on which he had based his bid, and required considerably more work to remove than would the material which he anticipated. The extra cost of removing this foreign material added more than $7,800 to the cost of the project.

In order to correct irregularities in the existing bridge deck surface and to provide smooth riding approaches to the structure, it was necessary to apply more surfacing material than had been anticipated. Overruns of the latexmodified concrete and the asphalt concrete materials added more than $8,200 to the cost of the project.

The project site is located more than 100 miles from the Project Manager's headquarters and proper inspection of the job required payment of per diem expenses for crew members. Together with a 50 percent overrun of the contract completion time, this caused construction engineering costs to overrun.

There are sufficient funds available in the category of work and all the increase, except $1,975, is eligible for federal participation.

I recommend that the authorization be increased by $26,800.00 to a new total of $209,171.80. This matter will be on the consent calendar for the August 21 meeting.

cc: Fred Miller
R. W. Gormsen
C. O. Fredrickson
V. E. Skoog
J. J. Gix
George Bell

FRED MILLER

Form 734-3122

9690

July 30, 1984

CON

Siuslaw Construction, Inc.
15793 S.E. Piazza
Clackamas, OR 97015

Time Extension Request
Winchuk River Bridge
Contract No. 9690
FAP No. BHF-2-1(19)

Your request for additional contract time in which to complete the above project has been carefully reviewed. You requested a contract time adjustment of an additional 67 calendar days due to material source qualification requirements, shut down orders, Class II deck preparation quantity increase, unsuitable December paving weather, and deck testing delay.

Project records indicate that the delay due to material source qualification requirements was seven calendar days and a contract time adjustment in this amount is granted.

The "shut down orders" were issued in accord with Section 104.05 of the Contract Special Provisions to record the time periods during which the one-lane traffic time count was suspended. These orders did not suspend contract work or contract completion time count, but reflected the time periods during which the contract specifications would not permit the deck overlay work due to excessive moisture. These time periods were excluded from the one lane traffic restriction time count in accordance with Section 104.05(c)4 of the Contract Special Provisions. This portion of your request is therefore denied.

The Class II deck preparation did exceed the estimated quantities and the requested additional seven calendar days of contract time is granted.

Your request for additional contract time due to unsuitable weather during the period of December 1 to December 10 for paving and shoulder work is not supported by data to demonstrate that these weather conditions were not "reasonably predictable". It appears that this delay was due to your scheduling of the work and this portion of your request is denied.

The contract requires that bond testing of the deck overlay be performed by the contractor. We acknowledge that this work requires scheduling. However, the scheduling of contract required work is the responsibility of the contractor and is not a valid reason for time adjustment. This portion of your request is therefore denied.

In summary, a contract time adjustment of an additional 14 calendar days is granted due to the material source qualification requirements and due to the overrun in the Class II deck preparation item.

There remains 27 calendar days of liquidated damages under this contract. Should you wish further review of this matter, or to submit additional data, please contact Project Manager Frank Morrison.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk sl

bc H. S. Coulter
C. O. Fredrickson
Jim Gix w/att.
F. D. Morrison w/att.
FHWA w/att.
Bruce Walton (NOTE: 7 CD - P; 7 CD = N.P.)

STATE OF OREGON

INTEROFFICE MEMO

TO: Bill Quinn, Region Const. Engr.

DATE: May 4, 1984

FROM: F. D. Morrison, Project Manager

ROSEBURG REGION
RECEIVED
MAY -7 1984

RE		PME	BUS	FAS
RDS		ATS	TI	RSR
RLE	GEC	PEI	SEC	AA

SUBJECT: Contractor's Request for Adjustment of Contract Time
Winchuck River Bridge - Contract No. 9690

Attached is a copy of the contractors letter explaining their reasons for requesting Adjustment of Contract Time, along with the actual request Form 734-3320.

I will give my recommendations to each of the contractor's requests.

Material Source Qualification

At the pre-construction conference, I asked the contractor where his aggregates would come from, he did not know. When we found out which source was to be used, a sample was submitted for a mix design for concrete. When the sample was received at the Salem lab, we were advised that they would not run a mix design on the material until the source had been qualified, as the source had not been qualified in the last 6 months. We delayed the contractor 7 days waiting to get the source qualified. They wanted to start on Thursday Oct. 12 and we got the qualifying results, over the phone on Oct. 17, 1983.

I recommend 7 days additional time for this delay.

Stop Work for Unsuitable Weather

The special provisions called for the project to be completed before the elapse of 80 calendar days. However under Section 104.05 (c) 4, days when it rained and prevented the contractor from doing his work were not charged to the lane closure time. We would not allow the contractor to work 16 days for inclement weather on the lane restriction part. At this time, I feel we can not justify charging contract time, when in fact, the only work the contractor could do was place the latex modified overlay, which we would not allow.

I recommend 16 days for weather related delays.

Class 2 Deck Preparation

We increased the original bid quantity from 130 Sq. Yds. to 221.77 Sq. Yds, which amounts to a 70 percent increase in the work. It took the contractor 16 days to do this removal work. I can go along with the contractors request.

I recommend 7 additional days for this added work.

Weather extension for Paving Time

Since the paving amount was so small, if the contractor had been ready, he could have done this work in one day. During the waiting time, we had several days which were suitable for paving. Therefore, I do not recommend any additional time for this request.

81-125-1987

Contains Recycled Materials

Bond Testing Time

The contractor completed the paving on Dec. 22, 1983 and completed the guard rail work on January 12, 1984. This completed the project, except for the bond testing of the latex modified overlay. All major work on the contract was completed. I continued to charge workdays to get this work done. As the contractor states in his letter, only one lab in Oregon does this testing work and are hard to schedule. I should have prepared the Second Notification and stopped the calendar workday charges, when all the major work was completed.

I recommend we grant the requested 18 days.

In all, I recommend we grant the contractor 48 additional days. We have charged the contract with 41 days of liquidated damages. If the above time is granted, there will not be any liquidated damages charged to this contract.

Please take the appropriate action on this matter.

9690

F

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Winchuck River Bridge		WEEK ENDING: April 14, 1984
		SECTION PREFIX: 8-1073
HIGHWAY: Oregon Coast		COUNTY: Curry
NAME OF JOB: Winchuck River Bridge	KIND OF WORK: Bridge Deck Overlay	
CONTRACTOR: Siuslaw Construction Co.	CONTRACT NUMBER: 9690	FEDERAL AID PROJECT NUMBER: BHF-2-1-(19)
DATE OF CONTRACT: August 14, 1983	DATE WORK STARTED: August 30, 1983	ESTIMATED COMPLETION DATE: February 2, 1984
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 80	CALENDAR DAYS USED 121
PROJECT AUTHORIZATION: $ 182,371.80	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 151
EXCLUSIVE OF ENGINEERING: $ 167910.60	ENGINEERING AUTHORIZATION $ 14,461.28	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 170,275.18	This Week 784.81 ENGINEERING COST TO DATE $ 28,065.48	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT: OVERRUN ~~UNDERRUN~~ 1.4 %	PERCENT OF AUTHORIZATION ____ %	DATE PROJECT WAS COMPLETED: February 1, 1984

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Laytex Conc.	
			100%	100%		100%	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	400 ton	1280 Sq Yd		75	100 ton
TOTAL QUANTITIES CORRECTED TO DATE	106.32	1280		93.87	147
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	106.32	1280		93.87	147
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 8		0		
MONDAY 9		0		
TUESDAY 10		0		
WEDNESDAY 11		0		
THURSDAY 12		0		
FRIDAY 13		0		
SATURDAY 14		0		

RECEIVED
APR 16 1984
CONSTRUCTION SECTION

CE, CAE, FOE, OCS, SCE, ~~SSO~~, OM, CA, LS, TC, FE, CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	No activity this week
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semifinal will be submitted Monday, April 16, 1984.
This will be the last weekly report.

This office was instructed to submitt the Semi-Final Estimate, eventhough the final quantities have not been settled. Several items are still pending, they will be sent in on a post semi-final estimate.

SIGNED F.D. Morrison LOCATION **Coquille**

F.D. Morrison, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP°F216

rll
9690

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: BHF-2-1(19)
2. STATE PROJECT NO.: See Below
2A. COUNTY NAME: Curry

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division
3-26-84

4. PROGRAM NO.:
5. ITEM NO.: 30148

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 1/27/84
8. FEDERAL ROUTE NUMBER: Primary 2
9. STATE ROUTE NUMBER: Primary 9

10. GENERAL LOCATION:

Winchuck River Bridge

11. GENERAL DESCRIPTION OF WORK

Widen pedestrian walkways of structure at corners and widen shoulder at northwest corner

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 1/27/84 as requested in Mr. Fredrickson's letter of 3/23/84 as being cost effective for the use of State forces to proceed with the above work. State Force Order No. 6 is approved for a TEC of $1,350 - Federal Funds $1,080.

RECEIVED
STATE HWY ENGR
MAR 30 '84
REFER TO
Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig. to 3/30

14. DATE: 3/26/84
15. SIGNATURE OF APPROVING OFFICIAL: G. K. Hansen
16. TITLE: for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

7690

F

March 14, 1984

Beetz Rentals
551 E. Cooper St.
Crescent City, CA 95531

CON 5
#9690

Gentlemen:

Thank you for your Waiver of Lien dated February 29, 1984, informing us that you have received payment in full on your claim.

You state this is in reference to the Siuslaw Construction Co., Contract No. 9690 for the deck overlay on the Winchuck River Bridge Section of the Oregon Coast Highway in Curry County.

This information will be noted in our records and we will advise the surety, agent and the contractor.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc: Siuslaw Construction Co.
15793 SE Piazza
Clackamas, OR 97015

Fireman's Fund Insurance Co.
PO Box 3825
Portland, OR 97208

Tromp & McKinley Insurance, Inc.
PO Box 1357
Eugene, OR 97440

noted on card
3-14-84
kjm

RWG:kjm

WAIVER OF LIEN

I Beetz Rentals, hereby acknowledge receipt of payment in full, satisfaction of any and all monies due me by reason of labor and services performed in connection with: Siuslaw Const.. Above said labor and services were performed on the following described premises: Contract # 9690.

DATE: 2-29-84

SIGNED: James B Beetz (Owner)

BEETZ RENTALS
551 EAST COOPER ST.
CRESCENT CITY CAL. 95531

RECEIVED
DEPARTMENT OF TRANSPORTATION

Ch 84-1

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
JAN 4 1984
NORMA PAULUS
SECRETARY OF STATE

December 28, 1983

IN REPLY REFER TO FILE NO.:
CON 5
#9690

Beetz Rentals
551 E. Cooper Street
Crescent City, CA 95531

Gentlemen or Ladies:

This will acknowledge your letter of December 19, 1983, filing a claim against the following Highway Division contract:

FILED BY:	Beetz Rentals
AMOUNT:	$1,353.67
FOR:	Equipment rental
AGAINST (Prime contractor)	Siuslaw Construction Co.
CONTRACT NO.:	9690
PROJECT:	Winchuck River Bridge, Oregon Coast Highway, Curry County
SURETY:	Fireman's Fund Insurance Co.
AGENT:	Tromp & McKinley Insurance, Inc.

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
JAN - 5 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Fireman's Fund Insurance Co.
Attention: Fidelity & Surety Dept.
121 SW Salmon St., Suite 900
Portland, OR 97204

Siuslaw Const. Co.
15793 SE Piazza
Clackamas, OR 97015

Tromp & McKinley Insurance, Inc.
PO Box 1357
Eugene, OR 97440

NOTED ON CARD
1-18-84 kjm

bc: Secretary of State - Please acknowledge the attached claim on the enclosed copy of this letter.

731-0188

Phone (707) 464-2413

BEETZ RENTALS

551 EAST COOPER ST.
CRESCENT CITY CALIF. 95531

"We rent just about everything"

Owner [redacted]
Homer Billups

12/19/83

Robert Gormsen
Transportation Bldg. # 122
Salem, Ore. 97310

Mr. Gormsen,

This is notice of non payment for equipment rental on Oregon state job #9690 (Hwy. 101 Windchuck River Bridge overlay). Total amount due is $1353.67 from Siuslaw Const. Clackamas, Ore.

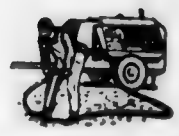
Homer Billups (Owner)

RECEIVED
DEC 27 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Phone (707) 464-2413

BEETZ RENTALS
551 EAST COOPER ST.
CRESCENT CITY CALIF. 95531

"We rent just about everything"



Owner
Homer Billups

11/15/83

State Hwy. Commision
State Hwy. Blvd.
Salem, Ore. 97310

9690

Dear Sirs,

The purpose of this letter is to advise you of the fact that Siuslaw Const. Co. of Clackamas, Ore. is renting equipment from us for work on a bridge located on highway 101 south of Brookings, Ore. crossing the Windchuck river.As of this date we have received no payment on this account.

This is intended as a notice of lien on the job. Please advise if you need further information or forms.

Beetz Rentals
551 E. Cooper St.
Crescent City, Ca. 95531

→ Homer Billups (Owner)

11/21/83
Bob called him
He will call us
what to do
Need nothing

RECEIVED
NOV 18 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9690

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BHF 2-1(19)

2. STATE PROJECT NO. See below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30148

2A. COUNTY NAME
Curry

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem OR

7. DATE AUTHORIZATION EFFECTIVE
10-3-83

8. FEDERAL ROUTE NUMBER
Primary 2

9. STATE ROUTE NUMBER
Primary 9

10. GENERAL LOCATION:

Winchuck River Bridge

11. GENERAL DESCRIPTION OF WORK

Deliver guardrail from stockpile to project

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 10/3/83 as requested in Mr. Keasey's letter of 12/13/83 as being cost effective for the use of State forces to proceed with the above work. State Force Order No. 4 is approved for a TEC of $650, FF $520

RECEIVED
STATE HWY ENGR
DEC 22 '83
REFER TO
Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig. to 12/22

14. DATE
12/15/83

15. SIGNATURE OF APPROVING OFFICIAL
S. K. Hassmer

16. TITLE
for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9690

CL 83-261

bc: Secretary of State:
Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 25, 1983

IN REPLY REFER TO FILE NO.:
CON 5
#9690

Farwest Rebar Co.
PO Box 889
Eugene, OR 97440

Attention: Charles W. Cooley
Treasurer

Gentlemen:

This will acknowledge your Notice of Claim dated November 18, 1983, concerning the following Highway Division contract:

FILED BY:	Farwest Rebar Co.
AMOUNT:	$2,407
FOR:	Steel
AGAINST (Prime contractor)	Siuslaw Construction Co.
FURNISHED TO:	Alpine Concrete
CONTRACT NO.:	9690
PROJECT:	Winchuck River Bridge, Oregon Coast Highway, Curry County
SURETY:	Fireman's Fund Insurance Co.
AGENT:	Tromp & McKinley Insurance, Inc.

NOTED ON CARD
Dec. 1. 1983.
kjm

We will advise the surety, agent, and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
NOV 30 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CC: Fireman's Fund Insurance Co.
PO Box 3825
Portland, OR 97208

Siuslaw Construction Co.
15793 SE Piazza
Clackmas, OR 97015

Tromp & McKinley Insurance
PO Box 1357
Eugene, OR 97440

731-0188

FARWEST REBAR CO.

P. O. Box 889
EUGENE, OREGON 97440
(503) 726-7323

NOTICE OF CLAIM

(Oregon Public Works)

To: Oregon Department of Transportation
Attn: Robert Gormsen, Commission Services
121 Transportation Building
Salem, Oregon 97310

NOTICE IS HEREBY GIVEN That the undersigned FARWEST REBAR CO. has a claim for Furnishing Fabricated Reinforcing Steel as per plans and specifications, F.O.B. Jobsite by Farwest Rebar Co. in the sum of Two Thousand Four Hundred and Seven Dollars ($2,407.00) against the bond taken from Siuslaw Construction, Inc., as principal and Fireman's Fund Insurance Company, as surety or sureties, for the work of Oregon Department of Transportation, Contract No . 9690, Winchuck River Bridge near Brookings, Oregon.

Dated this 18th day of November, 1983.

FARWEST REBAR CO.
P. O. Box 889
Eugene, Oregon 97440

Charles W. Cooley
Treasurer

CERTIFIED
P03 6419381
MAIL

RECEIVED
NOV 21 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTICE OF CLAIM ON PAYMENT BOND

(Oregon Public Works)

STATE OF OREGON)
) ss.
Lane County)

TO: Siuslaw Construction, Inc.
15793 S. E. Piazza
Clackamas, Oregon 97015

YOU ARE HEREBY NOTIFIED That the undersigned, FARWEST REBAR CO., has a claim in the sum of Two Thousand Four Hundred and Seven Dollars ($2,407.00), due against the bond taken from Siuslaw Construction, Inc., as principal, and Fireman's Fund Insurance Company as surety, for the work or labor and materials performed or furnished by me on Winchuck River Bridge near Brookings, Oregon.

YOU ARE FURTHER NOTIFIED That the undersigned performed labor and/or furnished materials consisting of the following:

Fabricated Reinforcing Steel
Per Plans and Specifications
Furnished F.O.B. Jobsite.

That the labor and/or materials above described were performed and/or furnished by virtue of and for use in the performance of that certain contract between the principal and public body above described, to wit:

Oregon Department of Transportation Contract No. 9690
Winchuck River Bridge near
Brookings, Oregon

That said materials and/or labor were furnished to and received by Alpine Concrete with authority to receive the same and that a claim for payment therefore is hereby asserted against you;

That the last performance of labor and/or furnishing of materials by the undersigned was on the 14th day of September, 1983, which labor was performed and/or materials were furnished as follows:

Fabricated Reinforcing Steel

You are hereby notified and notice is sent pursuant to and in compliance with the laws of the State of Oregon, as set forth in ORS 279.526 and the amount above claimed as due and owing is that sum remaining after due allowance for all just credits and offsets.

Dated this 18th day of November, 1983.

FARWEST REBAR COMPANY
P.O. Box 889
Eugene, Oregon 97440

Charles W. Cooley
Treasurer

RECEIVED
NOV 21 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9690

nig

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BHF-2-1(19)

2. STATE PROJECT NO. See below

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon
10-21-83

4. PROGRAM NO.

5. ITEM NO. 30148

2A. COUNTY NAME
Curry

6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9-7-83

8. FEDERAL ROUTE NUMBER Primary 2

9. STATE ROUTE NUMBER Primary 9

10. GENERAL LOCATION:
WINCHUCK RIVER BRIDGE SECTION

11. GENERAL DESCRIPTION OF WORK
Furnish software program

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [X] CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of September 7, 1983 as requested in Mr. Keasey's October 17, 1983 letter as being cost-effective for the use of State forces to proceed with the above work. State Force Order No. 3 is approved for a TEC of $500; Federal Funds $400.

RECEIVED
STATE HWY ENGR
OCT 26 '83
REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

mj 10/26

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
10-21-83	D. K. Hoosier	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

nig 4690

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BHF-2-1(19)

2. STATE PROJECT NO. See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon
10-21-83

4. PROGRAM NO.

5. ITEM NO. 30148

2A. COUNTY NAME: Curry

6. TO:

Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 9-7-83

8. FEDERAL ROUTE NUMBER: Primary 2

9. STATE ROUTE NUMBER: Primary 9

10. GENERAL LOCATION:

WINCHUCK RIVER BRIDGE SECTION

11. GENERAL DESCRIPTION OF WORK

Signal Controller Testing

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [X] CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of September 7, 1983 as requested in Mr. Keasey's October 17, 1983 letter as being cost-effective for the use of State forces to proceed with the above work. State Force Order No. 2 is approved for a TEC of $875; Federal Funds $700.

RECEIVED
STATE HWY ENGR
OCT 26 '83
REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

ey 10/26

14. DATE: 10-21-83

15. SIGNATURE OF APPROVING OFFICIAL: G. K. Hoesen

16. TITLE: for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

rll 9690

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPRO[illegible]L AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. See below	
2. STATE PROJECT NO. See below	
3. FROM Dale E. Wilken, Division Administrator FHWA - Oregon Division 8-17-83	4. PROGRAM NO.
	5. ITEM NO. various
2A. COUNTY NAME See below	

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
8/19/83	Various	Various

10. GENERAL LOCATION:

See Projects below

11. GENERAL DESCRIPTION OF WORK

Force Account and Extra Work - "Anticipated Items" as shown in "PS&E" Estimate

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's letters dated 8/19/83 for the following projects you are authorized to proceed with those items shown in your "PS&E" Estimate for each project "Anticipated Items" by State Forces and Extra Work as being cost effective.

The above authorization will not require any additional obligation of funds.

HES-27-1(10)	F-2-3(11)
F-70(3)	BRF-2-5(11)
HES-A333(1)	IX-0000(53)
F-1(30)	HES-27-2(13)
IX-9822(8)	FG-21-2(15)
F-13(11)	F-35(12)
F-86(5)	HES-24(35)
F-29(10)	BHF-2-1(19)
IX-26(32)	F-12(4)

(Winchuck R. Br.) Orig. to 8/31

RECEIVED
STATE HWY ENGR
AUG 30 '83
REFER TO Potter
FOR

Info	Invest	R/D	D/R	Sign	Act	File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
8/19/83	A. K Hansen	for Division Administrator

FORM PR-1240 (Rev. 12-73) PREVIOUS EDITIONS MAY BE USED

HIGHWAY DIVISION - ODOT

LOC 3

F I L E S

July 27, 1983

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
July 28, 1983 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened July 28, 1983 on the following projects:

1. Salmon River Bridge
   Mt. Hood Highway, Clackamas County
   Structure Repair

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Quartz Creek Bridge
   Sunset Highway, Clatsop County
   Structure Repair

   Asphalt ramps will be added at the ends of the sidewalks for bicycle traffic.

3. Myers Creek and Pistol River Bridge Slides
   Oregon Coast Highway, Curry County
   Slope Protection

   Same as No. 1.

4. Winchuck River Bridge
   Oregon Coast Highway, Curry County
   Deck Overlay

   Asphalt sidewalk to be constructed behind new guardrail installation and sidewalk ramps installed at bridge end sidewalks.

5. Upper Truck Escape Ramp (Siskiyou)
   Pacific Highway, Jackson County
   Truck Escape Ramp

   Same as No. 1.

6. Merlin-Galice Road @ Monument Drive
   Merlin-Galice Road, Josephine County
   Signals

   Pedestrian signals will be installed on this project.

7. Ash Swale Bridge
   Bethel Road, Polk County
   Structure

   Thirty-two-foot roadway on approaches and structure.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established ... where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

8. Moro-Grass Valley
   Sherman Highway, Sherman County
   Grading and Paving

   Twelve-foot travel lanes with twelve-foot climbing lanes as needed. Predominately four-foot shoulders throughout the project.

   Same as No. 7.

9. W. Fork Dairy Creek Bridge
   Pihl Road, Washington County
   Structure

   Twenty-seven and one-half-foot roadway on structure and twenty-eight-foot roadway on approaches.

   Same as No. 7.

RPS:ge

cc E. S. Hunter
   D. G. Talbot
   L. E. George
   F. E. Terpin
   George Bell
   Don Harwell
   D. A. Ridings

rn

961

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BHF-2-1(19)		
2. STATE PROJECT NO. See below		
3. FROM Dale E. Wilken, Division Administrator FHWA- Oregon Division	4. PROGRAM NO.	2A. COUNTY NAME Curry
	5. ITEM NO. 30148	

6. TO

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
7/6/83	Primary 2	Primary 9

10. GENERAL LOCATION:

Winchuck River Bridge Section

11. GENERAL DESCRIPTION OF WORK

Bridge Deck Rehabilitation

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Mr. Potter's 7/5/83 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $170,067. Regular Federal-aid matching ratio, appropriation code 114 in amount of $136,053 and increased Federal share (P.L. 97-424 Sect. 145) appropriation code 11R in amount of $34,014.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
JUL 15 '83
REFER TO
Potter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Orig to Cont. 7/15

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
7/6/83	G K. Sorensen	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9610

5

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.: PRO 6

DATE: June 29, 1983

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: ORIGINAL SIGNED BY
GARY A. POTTER
Gary A. Potter, Manager
Program Section

SUBJECT: Project Data Submission
Item No. 30148
Project No. BHF-2-1(19)
Winchuck River Bridge Section
Curry County

Attached support data consists of PR-1 form and project map for the subject project.

It is the Oregon State Highway Division's present intention to receive bids for this project on July 28, 1983 and request federal-aid participation of 100 percent for reimbursement claims paid on or before September 30, 1984, in accordance with Pub. L. 97-424, Section 145.

Also, attached is a copy of the June 24 interoffice memo by J. H. Wood, Highway Division Structure Maintenance Engineer, concerning the sufficiency rating of the structure after the proposed project is accomplished.

JLG:lb

Att.

cc James J. Gix
General Files

Form 734-3122

1470

STATE OF OREGON

INTEROFFICE MEMO

9N (misc curr...)

TO: Don Adams
Final Design Engineer

DATE: June 27, 1983 DES 23
9091A

FROM: John M. Tindall
John M. Tindall, P.E.
Principal Structural Design Engineer

SUBJECT: Winchuck River Bridge
Winchuck River Bridge Section
Oregon Coast Highway
Curry County
BR 9091A

Versteeg ..... RECEIVED
Anderson ..... 1 A
Ada... .....
Macnab ..... JUN 28 19...
Stoudenmeyer .....
Terpin .....
Trout ..... ROAD DESIGN SECTION
Wakerlig .....

Do Not File
Return To .....
Bring Up ...../...../.....
Action .....

The subject bridge will have a Latex Modified Concrete Overlay. Please use the latest specifications for this type of overlay, but allow the use of a "Rotomill" in addition to the shot blast.

The quantity of Class I surface preparation is 11,563 square feet and Class II surface preparation is 1,156 square feet.

The four existing drain grates should be raised and the catch basin grate at the south end will have to be raised.

The joints can be repaired as shown on Drawing 38458 which also has the details for the guardrail connections. The details for the concrete approach panels are also shown on Drawing 38458.

The specifications should limit the work requiring one way traffic to begin after September 6, 1983 and be limited to a minimum amount of time.

JMT:jrb

cc: Jim Gix
D. O. Christensen
Steve Macnab

REFERRED TO

1 Watson W ..... Mann .....
..... Cole ..... Stoudenmeyer .....
2 Eriksen FE ..... King .....
..... Beard ..... Bedford ..... Lau .....
Return Discuss Do File Due .....
By FINAL DESIGN ENGINEER
Return to Rd. Design File

Contains Recycled Materials
81-125-1387

SP*75683-125

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION
WINCHUCK RIVER BRIDGE (BRIDGE 9091)

REGION
III

AUTHORIZATION NO. PREFIX 8-1439 DATE

SURVEY AUTHORITY

ITEM		ESTIMATED COST	CURRENT AUTHORIZATION	ITEM		ESTIMATED COST	CURRENT AUTHORIZATION	ITEM		ESTIMATED COST	CURRENT AUTHORIZATION
901	PROJECT MANAGER	$	$	915	AUDITS	$	$	933	SURFACE DESIGN	$ 400	$
902	CITIZEN'S INVOLVEMENT			916	PHOTO-GRAMMETRY			934	GEOLOGY		
903	LOCAL GOVERNMENT			918	LOCATION			935	SOILS		
904	CONSULTANT			919	ENGINEERING GRAPHICS			936	REGION TRAFFIC		
905	FINAL DESIGN	500		920	PROGRAM MANAGEMENT	200		937	HYDRAULICS		
906	BRIDGE DESIGN	5,000		921	SPECIFICA-TIONS	2,500		938	REGION ENVIRONMENT		
907	PRELIMINARY DESIGN			922	ADMIN. SERVICES	100		949	URBAN STUDIES		
909	RIGHT-OF-WAY DESCRIPTION			923	ENVIRONMENTAL SECTION	200		950	TRAINING		
910	REGION GEOLOGIST			924	D.O.T.			955	R/W RELOC. ASSISTANCE		
911	TRAFFIC SECTION			925	AIR MONITORING			960	PERSONAL LEAVE		
912	LANDSCAPE			926	FOUNDATION			980	PUBLIC HEARING		
913	RIGHT-OF-WAY LIAISON			927	FREE BRIDGE DESIGN						
914	REGION UTIL-ITY LIAISON			932	RAILROAD & UTILITIES	100					
									TOTALS	$ 9,000	$
									PREVIOUS AUTHORIZATION		$
									ADD. AUTH. REQUIRED		$ 9,000

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER
STATE

LOCATION ENGINEER'S REMARKS

1 Vanlaeys
Anderson
2 Adams
Jaeunab
3 Stoudenmeyer
Turpin
4 Trout
Wakerlig

RECEIVED
JUL 7 1983
ROAD DESIGN SECTION

Lyle

Do Not File
Return To
Bring Up ___/___/___
Action

Approval by DTC 6-21-83 2,000 HBP

PREPARED BY	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS	DATE
J.E.CHIDSEY	6-22-83	X	6/24/83
RECOMMENDED, ~~RESIDENT ENGINEER~~ Bridge Engineer	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES	DATE
X	6-22-83	X	
RECOMMENDED, LOCATION ENGINEER	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	
X	6/23/83		

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

KEY ID #

SECTION: WINCHUCK RIVER BRIDGE (BRIDGE 9091)

REGION: III

STATE HIGHWAY #	HIGHWAY NAME	MILE POST	LENGTH
9	Oregon Coast	FROM 361.61 TO 361.68	360 feet

☐ URBAN ☐ RURAL | CITY | COUNTY: Curry | ROAD/STREET NAME

ROUTE # | FEDERAL AID # | APPLICANT (IF OTHER THAN STATE)

COST ESTIMATES (000's)			PROJECT DATA			RIGHT OF WAY	
PRELIMINARY ENGINEERING	$ 9		GRADING (✓)			FILES (#)	
RIGHT OF WAY	$		PAVING (✓)			ACRES (#)	
ROADWAY	$		STRUCTURES (✓)	X		RELOCATIONS (#)	
STRUCTURES	$ 137		SIGNING (✓)			WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS	$		SIGNALS (✓)			PRELIMINARY ENGINEERING (S,C,A)	S
ILLUMINATION	$		ILLUMINATION (✓)			CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$ 35					RIGHT OF WAY DESCRIPTIONS (S,C,A)	
	$		ENVIRONMENTAL CLASS (1,2,3)	2		RIGHT OF WAY ACQUISITIONS (S,C,A)	
40% ENGINEERING & CONTINGENCIES	$ 69		DESIGN CATEGORY (1-7)	7		CONSTRUCTION BY	
TOTAL CONSTRUCTION	$ 250		WORK TYPE (1-12)	4		☒ CONTRACT ☐ OTHER ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	
TOTAL ESTIMATE	$						

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR)	RECOMMENDED FUNDING SOURCE	RECOMMENDED PROGRAM YEAR
	1/84	HBR	1984

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	1	1
SIGNALS (#)		
BIKE PATH (Y/N)		
AVERAGE DAILY TRAFFIC		
YEAR OF AVERAGE DAILY TRAFFIC		

DEFINE THE PROBLEM

The deck of the Winchuck River Bridge is experiencing moderate to severe deterioration. Approximately 10 percent of the deck is pot-holed exposing reinforcing steel. Spot repairs have not proven satisfactory.

PROPOSED SOLUTION

Overlay the deck with 1½ inches of latex modified concrete.

REQUESTED: X [signature] Bridge Engineer — DATE 6-22-83

APPROVED, ASST. HWY. ENG. FOR OPERATIONS: X — DATE

APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION: X — DATE | TRANSP. COMM. APPROVAL DATE | PROGRAM YEAR | FUNDING

PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
WINCHUCK RIVER BRIDGE (BRIDGE 9091)

REGION
III

PROJECT JUSTIFICATION

The deck surface is deteriorating to the extent that 10 percent+ is pot-holed, exposing some reinforcing steel. Spot patching has not proven effective. Due to the marine exposure of this structure, a permanent repair must be made to preclude the potential for further deterioration of the bridge deck which could lead to serious damage to the structure. There is no alternate detour to this structure. Its loss to the system would require a detour of over 300 miles from Brookings to Crescent City, California for through traffic.

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: WINCHUCK RIVER BRIDGE (BRIDGE 9091)

REGION: III

S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
[illegible]05	N	SIGNS (PERMANENT)	N	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	N	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N
VICINITY MAP	N	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	N	RR SEPARATION	N	NAVIGABLE STREAM	E	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N			SIGNALS	N	OLD (#) / NEW (#)	N
						UTILITIES	N	(LIST BELOW)	

COMPANIES

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)

RIGHT-OF-WAY LIAISON		EASEMENTS (#)		ACCESS CONTROL (Y/N)		DESIGN SPEED	DESIGN STANDARDS

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
				4			12	×	12			4				
				4			12		12			4				
PROPOSED																

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED
Location Engineer
Date 6/23/83

734-1912 (7-82)

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: June 13, 1983

In Reply Refer to File No.: PLA 14-1

AGENDA
JUN 21 1983

TO: Oregon Transportation Commission

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Highway Bridge Replacement and Rehabilitation (HBR) Program
Finance Approval

On the consent calendar for the June 21 meeting will be a request to add a project for rehabilitation of the Winchuck River Bridge No. 9091 at M.P. 362.61 on the Oregon Coast Highway in Curry County. The concrete deck on this bridge is experiencing progressive surface deterioration. We propose to protect our investment in this structure by rehabilitating the deck with a latex-concrete deck overlay at an estimated cost of $250,000.

This project has been investigated, is eligible, and funds are available from the 1983 HBR Program due to favorable bids received on various HBR projects recently contracted. I recommend your approval.

JEC:jrb st

bc Fred D. Miller
R. W. Gormsen
Robert N. Bothman
E. S. Hunter
W. E. Schwartz
Gary Potter
C. T. Keasey
W. J. Hart
Jim Gix
George Bell

Form 734-3122

STATE OF OREGON

INTEROFFICE MEMO

TO: Mr. Alfred E. Shirley
Region 4 Engineer

DATE: April 10, 1980

MAI
Br 9091

FROM: Walter J. Hart
Bridge Engineer

SUBJECT: Winchuck River Bridge
Oregon Coast Highway
Curry County
Bridge 9091

NOTED
E. S. HUNTER

We have reviewed the condition of the deck of the subject structure and have the following comments.

The concrete cover over the reinforcing steel is minimal, less than 5/8" in places. There is extensive cracking in the concrete over the transverse deck bars indicating some corrosion of reinforcing steel has taken place. The electrical potential readings taken in December 1979 range from 0.01 volts to 0.28 volts. Those readings indicate some possible active corrosion in the reinforcing steel but not severe. The chloride samples taken then show approximately a 40 percent increase in chloride content in the concrete in 3 1/2 years, with a maximum reading exceed 3 lbs. Cl./yd.^{3} in the top inch of concrete. The FHWA Program Manual, Transmittal 188, states that 2.0 lbs.Cl/Yd.^{3} is the level adequate for removal of concrete (page 15).

Inspection of the structure in December 1979 indicated that approximately 10 percent of the deck has been patched or is delaminated and would require Class 2 preparation if a concrete overlay was placed. Visual inspection showed very little deck cracking except that over the transverse deck steel, indicating the deck to be structurally adequate.

It is our recommendation that the concrete deck be overlayed with dense concrete and that delaminated and patched areas be removed by Class 2 preparation prior to overlay.

The estimated cost for this work is $250,000 including 20 percent engineering and contingencies. Possible funding sources should be investigated in order that this work can be done within the next couple of years.

GDA:dh

cc E. S. Hunter
R. L. Schroeder

RECEIVED
TECHNICAL SERVICES
APR 10 '80
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Ret | File

81-125-1387

1983 Upper Truck Escape Ramp 9691
(Siskiyou) Sec. of Pacific Hwy.
(Grading, paving & wall)

jc cc: OSHD (Allen) STATE COP

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	7	Jackson	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
6/24/87	Richard R. Arnold, Area Engineer		IR-5-1(103)16
COMPLETION DATE (Actual)	**ACCEPTANCE DATE BY CONRTACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
9/30/85	10/24/86	100 %	S.C.D. 7/15/85

LOCATION

See Below

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

UPPER TRUCK ESCAPE RAMP
PACIFIC HIGHWAY
Grading, Paving and Wall

This project provided for the construction of an arrester bed surfacing, aggregate shoulders, treated base, asphalt concrete pavement, retaining wall (Doublewal), guardrail and concrete barrier. A contract in the bid amount of $641,344 was awarded M. C. Lininger and Sons, Inc., Meford, Oregon on August 4, 1983. Contract work began on August 22, 1983 and was completed in reasonably close conformance with the plans and specification, including approved changes, on September 30, 1985.

The final estimated cost was $1,144,693.40 which includes $568,181.82 for bid item work, $232,942.64 for participating price agreements, $154,519.54 for force account work, $2,049.40 for State force order work and $187,000 for engineering.

The original contract was essentially completed by March 31, 1985 but due to a foundation failure additional work was necessary to restore the area to a safe condition (see report #6). A time extension till October 1, 1985 was approved to allow completion of the extra work. No liquidated damages were assessed. A copy of the statement of overruns and underruns is attached to the Division office copy of this report.

- RRA -

RECEIVED
STATE HWY ENG
JUL 2'87
REFER TO
Fredrickson
FOR

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: Richard R. Arnold		SIGNATURE: John T. Price	
TITLE: Area Engineer	DATE: 6/24/87	TITLE: District Engineer	DATE: 7/1/87

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED.

January 15, 1987

CON 5 - #9691

United Pacific Insurance Co.
33405 8th Avenue S., C-3000
Federal Way, WA 98003

On October 29, 1986, we wrote to you concerning release of final payment on Contract No. 9691 awarded to M. C. Lininger & Sons, Inc. for work on the Upper Truck Escape Ramp (Siskiyou) Section of the Pacific Highway in Jackson County.

Final payment on this contract is $5,295.90 and the total contract amount is $958,304.40, including $154,519.54 for work performed under force account.

Fran Neavoll
COMMISSION SERVICES

cgc

cc: M. C. Lininger & Sons, Inc.
P.O. Box 1145
Medford, OR 97501

bc: C. O. Fredrickson
Walt Hart
James J. Gix

9691

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA		
MONTHLY TRANSACTION NUMBER 8 144	U.S. Department of Transportation **Federal Highway Administration**	State: Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County: Jackson
MODIFICATION NUMBER 6	8-25-86	Project Number: IR-5-1(103)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 30 , 19 83 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,177,734.00	$ 1,119,284.00
Federal funds	$ 1,086,106.00	$ 1,032,203.00
Other revisions		

This modification is made for the following reasons:

To release federal funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 25TH day of AUG , 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Ronald L Rou
for Manager, Program Section
(Title)

XXX For: Larry Rulien

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Tony Bunton
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

Oregon State Highway Division
Salem, Oregon August 18, 1986

Federal-Aid Project No. IR-5-1(103)06

Upper Truck Escape Ramp (Siskiyou)
Pacific Highway
Jackson County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code SFTY
Truck Escape Ramp

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Embankment In Place	$ 8.00	16,040	$128,320.00	11,899.75	$ 95,198.00
Shoring, Cribbing, Etc.	10,000.00	100	10,000.00	0.83	8,300.00
Special Wall Backfill	12.00	3,525	42,300.00	1,556	18,672.00
SUBTOTAL			$180,620.00		$122,170.00
				Decrease	$ 58,450.00
		Subtotal from previous estimate of November		22, 1985	1,177,734.00
				Subtotal	$1,119,284.00

Length of Project ---------- 0.00 miles

SUMMARY OF FUNDS

Description	Appn Code	Pro-Rata	Total Cost	Federal Funds	State Funds
Escape Ramp	044	92.22%	$1,119,284	$1,032,203	$87,081

Sub-Job 010 = 0%; Sub-Job 011 = 100%
Contract No. C09691
Prefix: C615-1997 P.E.
Prefix: C09691

DDB:me

9671

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation Federal Highway Administration	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 12 97	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	State OREGON
PROJECT REPORT NUMBER		County JACKSON
MODIFICATION NUMBER A 5	12-12-85	Project Number IR-5-1(103)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 30 , 19 84 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,016,734.00	$ 1,177,734.00
Federal funds	$ 937,632.00	$ 1,086,106.00
Other revisions		

This modification is made for the following reasons: To include increase in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 12TH day of DEC , 19 85 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

BY FOR: Larry Rulien

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON NOVEMBER 22, 1985

FEDERAL AID PROJECT NO. IR-5-1(103)

UPPER TRUCK ESCAPE RAMP (SISKIYOU)
PACIFIC HIGHWAY
JACKSON COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE SFTY
TRUCK ESCAPE RAMP

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Stabilize Shoulders (F.A. #7)					$140,000.00
					$140,000.00

Increase	$ 140,000.00
SUBTOTAL from Estimate of September 12, 1985	884,116.50
Subtotal	$1,024,116.50
Engineering	153,617.50
Total	$1,177,734.00

Length of Project ---------- 0.0 mile

Federal Funds (92.22%) ----------	$1,086,106.00
State Funds ----------	91,628.00
TOTAL	$1,177,734.00

Group 1: 100%
Contract No. 9691
Prefix: 615-1997
Prefix: C09691

Appn Code: 044

RLC:pf

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation Federal Highway Administration	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 11-45	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	State Oregon
PROJECT REPORT NUMBER		County Jackson
MODIFICATION NUMBER 3 A		Project Number IR-5-1(103)06

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 30 ,1983 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 950,286	$ 1,016,734
Federal funds	$ 876,353	$ 937,632
Other revisions		

This modification is made for the following reasons: to include increase in construction and construction engineering cost.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 8th day of OCT , 19 85 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

XXX For: L.W. Rulien

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

RECEIVED
OCT 10 1985
Federal Aid Unit

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen. Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON SEPTEMBER 12, 1985

FEDERAL AID PROJECT NO. IR-5-1(103)06

UPPER TRUCK ESCAPE RAMP (SISKIYOU)
PACIFIC HIGHWAY
JACKSON COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE SFTY
TRUCK ESCAPE RAMP

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Excavation and Replace Material (PA #5E)	$ 13.51	3,130	$42,286.30	6,222.6	$ 84,067.33
Emergency Slide Repair					16,000.00
			$42,286.30		$100,067.33

Increase	$ 57,780.70
Subtotal from estimate of November 9, 1984	826,335.80
Subtotal	$ 884,116.50
Engineering	132,617.50
Total	$1,016,734.00

Length of Project 0.00 mi.

Federal Funds (92.22%)	$ 937,632.00
State Funds	79,102.00
Total	$1,016,734.00

Group 1
Contract No. 9691
Prefix: 615-1997-C09691
RLC:bkb

9691

STATE COPY

TO BE COMPLETED BY FHWA		
MONTHLY TRANSACTION NUMBER 11-268	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State: Oregon
MODIFICATION NUMBER 3	11-16-84	County: Jackson
		Project Number: IR-5-1(103)06

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 30, 1983, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 895,883.00	$ 950,286.00
Federal funds	$ 826,183.00	$ 876,353.00
Other revisions		

This modification is made for the following reasons:

To include increases in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 16th day of November, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Wayne Halvorsen

For Manager, Program Section
(Title)

By For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON NOVEMBER 9, 1984

FEDERAL AID PROJECT NO. IR-5-1(103)06

Upper Truck Escape Ramp (Siskiyou)
Pacific Highway
Jackson County

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE SFTY
Truck Escape Ramp

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Temporary Signs	$ 12.00	118	$ 1,416.00	303	$ 3,636.00
Trench Excavation	10.00	235	2,350.00	335.53	3,355.30
Structure Excavation	10.00	1,470	14,700.00	1,612.3	16,123.00
Treated Base Mixture	10.00	1,800	18,000.00	1,838.32	18,383.20
12-inch Sewer Pipe	15.00	438	6,570.00	645	9,675.00
18-inch Sewer Pipe	25.00	24	600.00	46	1,150.00
Tongue & Groove Barrier (P.A. #1)	18.60	--	--	605	11,192.50
12-inch & 18-inch Pipes (P.A. #2)	761.00	--	--	100%	761.00
Construct Deeper Manhole (P.A. #4)	320.00	--	--	100%	320.00
Temporary Protection and Direction of Traffic	4,851.00	--	--	100%	4,851.00
Sequentail Arrow Sign (F.A. #1)	--	--	--	--	2,000.00
Additional Work For Crib Wall (F.A. #2)	--	--	--	--	200.00
Elec. Cond. & Misc. Elec. Work (F.A. #3)	--	--	--	--	9,000.00
			$43,636.00		$80,647.00

	Increase	$ 37,011.00
Subtotal from Esmtate of August 29, 1984		789,324.80
	Subtotal	$826,335.80
	Engineering	123,950.20
	Total	$950,286.00

Length of Project ---------- 0.00 mi.

Federal Funds (92.22%)	$876,353.00
State Funds	73,933.00
TOTAL	$950,286.00

Group 1: 100%
Contract No. 9691
Prefix: 615-1997
Prefix: 615-1044

WH:me

9691

TO BE COMPLETED BY FHWA		
MONTHLY TRANSACTION NUMBER 10-262	U.S. Department of Transportation Federal Highway Administration	Form Approved; O M B No. 04-R2089
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	State: Oregon
MODIFICATION NUMBER 2	10-1-84	County: Jackson
		Project Number: IR-5-1(103)06

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 30 , 1983 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 895,883	$ 895,883
Federal funds	$ 895,883	$ 826,183
Other revisions		Appn Code 044

(Note: Additional Federal Funds collected - $31,261.98)

This modification is made for the following reasons:

"The project agreement executed 8-30-83, and modified on 9-4-84 is modified to decrease Federal-aid participation to 92.22 percent in accordance with P.L. 97-424, Section 145."

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 1st day of October , 19 84 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

By For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

UPPER TRUCK ESCAPE RAMP
JACKSON CO.
615-1044

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

9611

STATE COPY

TO BE COMPLETED BY FHWA			
MONTHLY TRANSACTION NUMBER 9-16	U.S. Department of Transportation **Federal Highway Administration**	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 9-4-84	Form Approved; O M B No. 04-R2089
PROJECT REPORT NUMBER			State: Oregon
MODIFICATION NUMBER 1			County: Jackson
			Project Number: IR-5-1(103)06

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 30 , 19 83 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 767,925.00	$ 895,883.00
Federal funds	$ 708,180.00	$ 826,183.00*
Other revisions		*See reverse side for Additional Provisions

This modification is made for the following reasons:

To include increased construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 4th day of September , 19 84 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

By For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

IAN

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON AUGUST 29, 1984

FEDERAL AID PROJECT NO. IR-5-1(103)06

Upper Truck Escape Ramp (Siskiyou)
Pacific Highway
Jackson County

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE SFTY
Truck Escape Ramp

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Retaining Wall (P.A. #5C)	$92,349.00	--	--	All Required	$ 92,349.00
Temporary Concrete Barrier (P.A. #5D)	12.71	--	--	1,050	13,345.50
Excavate and Replace Material (P.A. #5E)	13.51	--	--	3,130	42,286.30
SUBTOTALS					$147,980.80

Increase	$147,980.80
Subtotal from Estimate of August 25, 1983	641,344.00
Subtotal	$789,324.80
Engineering	106,558.20
Total	$895,883.00

Length of Project ---------- 0.00 mile

Federal Funds (92.22%)	$826,183.00
State Funds	69,700.00
TOTAL	$895,883.00

Reimbursement 100%; Public Law 97-424, S145 $895,883.00

Group 1: 100%
Contract No. 9691
Prefix: 615-1997
Prefix: 615-1044

WH:me

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NO. 8-201 & 202	**FEDERAL-AID PROJECT AGREEMENT**	Oregon
		County Jackson
		Project No. IR-5-1(103)06

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

UPPER TRUCK ESCAPE RAMP (SISKIYOU)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-6-83	0.00
OTHER *(Specify)*		

FUNDS PRO RATA 100%; 92.22%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 767,925.00*	$ 708,180.00*

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

*See Additional Provisions On Back

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

By For: H.S. Coulter, P.E.
XXX

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon August 25, 1983

Federal-Aid Project No. IR-5-1(103)06

Upper Truck Escape Ramp (Siskiyou)
Pacific Highway
Jackson County

PROJECT AGREEMENT ESTIMATE

Type Code SFTY
Truck Escape Ramp

Mobilization	All Required			$ 50,000.00
Temporary Protection and Direction of Traffic	All Required			8,000.00
Temporary Signs	118 Sq. Ft.		12.00	1,416.00
Temporary Barricades	4 Each		125.00	500.00
Flagmen	250 Hour		15.00	3,750.00
Clearing and Grubbing	All Required			10,000.00
Removal of Structures and Obstructions	All Required			7,000.00
Embankment in Place	16,040 Cu. Yd.		8.00	128,320.00
Trench Excavation	235 Cu. Yd.		10.00	2,350.00
Finishing Roadbed and Slopes	All Required			1,000.00
Shoring, Cribbing, Etc.	All Required			10,000.00
Structure Excavation	1,470 Cu. Yd.		10.00	14,700.00
Special Wall Backfill	3,525 Cu. Yd.		12.00	42,300.00
Arrester Bed Surfacing	1,530 Ton		19.00	29,070.00
Aggregate Shoulders	765 Ton		11.00	8,415.00
Treated Base Mixture	1,800 Ton		10.00	18,000.00
Cement in Treated Base Mixture	100 Ton		85.00	8,500.00
Class "B" or Class "C" Asphalt Concrete Mixture	915 Ton		20.00	18,300.00
Asphalt Cement in Mixture	60 Ton		200.00	12,000.00
Hold Down Anchors	4 Each		1,500.00	6,000.00
Furnish HP 10X42 Steel Piling	506 Lin. Ft.		27.00	13,662.00
Retaining Wall	All Required			160,000.00
12-inch Sewer Pipe	438 Lin. Ft.		15.00	6,570.00
18-inch Sewer Pipe	24 Lin. Ft.		25.00	600.00
18-inch Slotted Drain Pipe	26 Lin. Ft.		50.00	1,300.00
Concrete Manholes	1 Each		1,500.00	1,500.00
Concrete Inlets, Type G-1	2 Each		500.00	1,000.00
Concrete Inlets, Type G-2	3 Each		600.00	1,800.00
6-inch Drain Pipe	1,196 Lin. Ft.		5.00	5,980.00

Filter Fabric	1,040 Sq. Yd.	1.40		1,456.00
Gravel in Drains	125 Cu. Yd.	20.00		2,500.00
Guard Rail, Type 2A	25 Lin. Ft.	32.00		800.00
Guard Rail, Type 3	38 Lin. Ft.	60.00		2,280.00
Extra for Guard Rail Barrier Connections	2 Each	150.00		300.00
Concrete Barrier	605 Lin. Ft.	20.00		12,100.00
Special Concrete Barrier	775 Lin. Ft.	53.00		41,075.00
Electrical Conduit and Junction Boxes	All Required			7,000.00
Roadside Seeding and Mulching	2 Acre	900.00		1,800.00
			Subtotal	$ 641,344.00
			Engineering	86,581.00
			Total	$ 727,925.00

Length of Project 0.00 mi

Retained in Program

Temporary Permanent Signing All Required $ 40,000.00

SUMMARY OF FUNDS (92.22%)

Description	Total Cost	Federal Funds	State Funds
Escape Ramp	$ 727,925.00	$ 671,292.00	$ 56,633.00
Reserve	40,000.00	36,888.00	3,112.00
Total	$ 767,925.00	$ 708,180.00	$ 59,745.00

Reimbursement 100%; Public Law 97-424, S145 $708,443

Group 1 100%
Contract No. 9691
Prefix: 615-1997
Prefix: 615-1044

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street N. E.
Salem, Oregon 97301

May 28, 1986

IN REPLY REFER TO

HPR.I-OR/430.2

Mr. L. W. Rulien
State Highway Engineer
Oregon State Highway Building
Salem, Oregon 97310

Dear Mr. Rulien:

Experimental Features Final Report
OR-77-02 "Siskiyou Summit Negative Grade
Arrestor Bid for Runaway Trucks"

Mr. Keith Martin's January 13, 1986 letter submitted copies of the final report to our office. The report documents the results of the escape ramp constructed below the Siskiyou Summit south of Ashland.

Our Washington, D.C. Office has indicated that this is an excellent report and would like to make distribution to our other Region offices. We would like your permission to reproduce the report and make distribution to our other Region offices. We would also like to commend your research staff for producing such an excellent report.

Sincerely yours,

John T. Topic

Dale E. Wilken
Division Administrator

cc:
OSHD (R.C. Blensly, Rsch)

Dale
Have at it
J. Rulien
cc Blensly
5/30
cmr

RECEIVED
STATE HWY ENGR
MAY 29 '86
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IR-5-1(103)06

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 30146

2A. COUNTY NAME: Jackson

6. TO:

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE: March 6, 1986

8. FEDERAL ROUTE NUMBER: Interstate 5

9. STATE ROUTE NUMBER: Primary 1

10. GENERAL LOCATION:

Upper Truck Escape Ramp (Siskiyou Section)

11. GENERAL DESCRIPTION OF WORK

Royalty for materials from a private quarry

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON AGREED UNIT PRICES/FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 3/6/86 as requested in Mr. Fredrickson's letter of 5/16/86 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 3 is approved to a TEC of $1,846.83; Federal Funds $1,703.00.

RECEIVED
STATE HWY ENGR
MAY 30 '86
REFER TO
Potter
FOR

Info	Invest	R/D	D/R	Sign	Act	File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
5/28/86	A. Christianson	For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: March 25, 1986

In Reply Refer to File No.:

PRO

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Upper Truck Escape Ramp #2 Section
IR-5-1(112)006
Pacific Highway
Jackson County

I request correction of the authorization on subject project to reflect the "Effective date of authorization for work of 3-30-85" shown on Order For Force Work Number 1 approved on 3-18-86 (copy attached). This Order For Force Work should have shown a F.A. Project No. of IR-5-1(112)06 and a prefix of C0151936.

Upon correction of the effective date on subject project, the contingencies noted in your 1240 of March 18, 1986 for Federal-Aid Project No. IR-5-1(103)06 should be satisfied.

LGB:pf
Attachment

cc w/Attach:
C. O. Fredrickson
B. Pool
R. Busey
W. J. Quinn
P. Singer
B. Oakes
J. Marks

RECEIVED
MAR 26 1986
ROAD DESIGN SECTION

Form 734-3122

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street NE
Salem, Oregon 97301

March 18, 1986
IN REPLY REFER TO
HFO.3-OR

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT 4 PROGRAM UNIT ___
MAR 24 1986
REFER TO Brock
R/D ___ ACT ✓ REPLY ___
DISC ___ INFO ___ FILE ___

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Rulien:

Oregon Project IR-5-1(103)
Upper Truck Escape Ramp
Order for Force Work No. 1

The Order for Force Work No. 1, submitted with Mr. Fredrickson's February 28, 1986 letter has been reviewed. Mr. Fredrickson's letter indicates the purpose of the order is to re-open the Preliminary Engineering phase of the project while the order itself indicates that following the assignment of a new location account number, the charges will be transferred.

Since reconstruction of the truck escape ramp will take place as a new project, a new preliminary engineering project is considered appropriate. The subject work order is approved with the understanding that a new P. E. project will be programmed and that all appropriate charges will be transferred to the new preliminary engineering project.

It is also noted that this is the second State Force Order No. 1 on this project. This discrepancy should also be corrected.

Sincerely yours,

NOTED
W. E. SCHWARTZ

G. K. Hassmer for
Dale E. Wilken
Division Administrator

RECEIVED
STATE HWY ENGR
MAR 19 '86
REFER TO Potter
FOR
Info | Invest | R/D | D/R | Sign | Act ✓ | File

Enclosure
State Force Order No. 1
PR-1240
cc:
OSHD (C. O. Fredrickson, Const) ✓
OSHD (B. Pool, Location) ✓
OSHD (G. A. Potter, Program) ✓

copied-WES 7/17

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IR-5-1(103)06

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 30146

2A. COUNTY NAME: Jackson

6. TO:

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE: March 30, 1985

8. FEDERAL ROUTE NUMBER: Interstate 5

9. STATE ROUTE NUMBER: Primary 1

10. GENERAL LOCATION:

Upper Truck Escape Ramp (Siskiyou Section)

11. GENERAL DESCRIPTION OF WORK

Re-open the Preliminary Engineering phase of the project

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [X] CONSTRUCTION PROCEED ON A FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required and subject to Mr. Wilken's 3/17/86 letter (copy attached) to Mr. Rulien ie, a new PE project will be programmed, we approve the advance authorization date of 3/30/85 as requested in Mr. Fredrickson's letter of 2/28/86 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 1 is approved to a TEC of $35,000;
Federal Funds $32,277.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
3/18/86	D. K. Hoomer	For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

STATE COPY

OREGON DEPARTMENT OF TRANSPORTATION — HIGHWAY DIVISION

ORDER FOR FORCE WORK

WORK TO BE DONE BY: (State Forces or Utility, Railroad, Local Government Unit, etc. — by name) STATE FORCES		FUNCTION NO. 900 — ("SFO") ORDER NO. 01
PROJECT NAME (SECTION) UPPER TRUCK ESCAPE RAMP		CONTRACT NO. N/A
HIGHWAY PACIFIC	COUNTY JACKSON	PREFIX 615-1997
		F.A. PROJECT NO. IR-5(103)06

DESCRIPTION AND LOCATION OF WORK TO BE DONE:

ADDITIONAL PRELIMINARY ENGINEERING
ORIGINALLY CHARGED TO CONSTRUCTION ENGINEERING

ESTIMATE OF QUANTITIES AND COSTS:

TOTAL ADDITIONAL PRELIMINARY ENGINEERING $35,000
TO BE TRANSFERRED TO LOCATION PREFIX

APPROVED EFFECTIVE DATE 3/20/85
Contingent upon modification of project agreement if additional funds are required.

BY G. K. Hansmeier
TITLE Field Operations Engineer
DATE 3/18/86
FEDERAL HIGHWAY ADMINISTRATION

Effective date of authorization for work _____

EXPLANATION: After a substantial portion of the contract work had been completed, the failure of the retaining wall . To complete the project as intended, it was necessary to initiate major design changes, geological explorations and significant survey work. After a location account number has been assigned to the reconstruction work, the appropriate charges will be transferred from the contract construction engineering account to the new location expenditure account by the involved crews.

SUBMITTED BY Ronald V. Busey TITLE Ronald V. Busey November 25, 1985	APPROVAL RECOMMENDED OR APPROVED BY REGION W. J. Zumi 11/26/85 — DATE
APPROVAL RECOMMENDED BY TITLE	NOTED OR APPROVED BY CONSTRUCTION OR TRAFFIC Harold Kimes DEC 5 - DATE

CONTRACT PROJECTS —
Prepare a separate order for each type of force work. Submit original through channels to the Construction Engineer. Approved copies will be distributed to the Region, Project Manager, Highway Accounting and to others as appropriate.
DO NOT USE THIS FORM FOR FORCE ACCOUNT WORK BY CONTRACTORS.

TITLE II PROJECTS NOT UNDER CONTRACT —
Prepare a separate order for each type of force work. Submit original through channels to the Traffic Engineer. Approved copies will be distributed to the Region, Highway Accounting and to others as appropriate.

764

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: Upper Truck Escape Ramp	WEEK ENDING: February 22, 1986
		SECTION PREFIX: C09691
	HIGHWAY: Pacific	COUNTY: Jackson
NAME OF JOB: Upper Truck Escape Ramp	KIND OF WORK: Grading, Paving and Wall	
CONTRACTOR: M.C.Lininger and Sons, Inc.	CONTRACT NUMBER: 9691	FEDERAL AID PROJECT NUMBER: IR-5-1(103)06
DATE OF CONTRACT: August 4, 1983	DATE WORK STARTED: August 22, 1983	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $1,250,625.44	SPECIFIED COMPLETION DATE: October 14, 1985	PERCENT OF TIME ELAPSED: 100
EXCLUSIVE OF ENGINEERING: $1,050,625.44	ENGINEERING AUTHORIZATION: $200,000.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $1,050,266.83	ENGINEERING COST TO DATE: $189,626.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN: - 1.0 %	PERCENT OF AUTHORIZATION: 95 %	DATE PROJECT WAS COMPLETED: September 30, 1985

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	90	100	90	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	.26	26			26
MILES PARTIALLY COMPLETED	26	26			26
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	16,040cy	2,565tn			915tn
TOTAL QUANTITIES CORRECTED TO DATE	12,000cy	2,565tn			1012tn
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	12,000cy	2,300tn			1012tn
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	NA			
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

CONTR. NO: 9691 GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK ENDING: Feb.22,1986

SUNDAY	NA
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

STATUS: Semi-Final sent to Region on 2-20-86.

SIGNED Joan C. Symons for Busey LOCATION Medford

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-7216

JC

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IR-5-1(103)06

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 20146

2A. COUNTY NAME: Jackson

6. TO:

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE: April 24, 1985

8. FEDERAL ROUTE NUMBER: Interstate 5

9. STATE ROUTE NUMBER: Primary 1

10. GENERAL LOCATION:

Upper Truck Escape Ramp (Siskiyou Section)

11. GENERAL DESCRIPTION OF WORK

Provide temporary and permanent signing

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [X] CONSTRUCTION PROCEED ON ~~XXXXXXXXXXXXXXXXXX~~ FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 4-24-85 as requested in Mr. Fredrickson's letter of 1-22-86 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 2 is approved to a TEC of $5,000;
Federal Funds $4,611.

RECEIVED
STAT HWY ENGR
JAN 29 '86
REFER TO
Potter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Orig. to 1/29

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
1/28/86	[signature]	For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

STATE OF OREGON

INTEROFFICE MEMO

RES 6

TO: Section Heads
Region Engineers

DATE: January 13, 1986

FROM: Robert C. Blensly
Research Engineer

SUBJECT: Experimental Features Final Report OR 77-02
"Siskiyou Summit Negative Grade Arrester Bed for Runaway Trucks"

Copy
ORG
RES 5
Truck
Escape
Ramps
w/attach.

Enclosed is a copy of the final report "Siskiyou Summit Negative Grade Arrester Bed for Runaway Trucks". The report terminates the experimental status of the escape ramp constructed below the Siskiyou Summit south of Ashland, Oregon.

While arrester beds are traditionally built on ascending grades, the report concludes a descending bed can be successful when the site has no accessible ascending slopes.

Department
to Ashland '27 ..

enc.
cc: Larry Rulien
William Maude w/enc
Marie Elefante w/enc
William Quinn w/enc

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
JAN 15 '86
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

01-125-1307

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

In Reply Refer to
File No.:

DATE: December 17, 1985

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

CON 5

FROM: C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. IR-5-1(103)06

Contract 9691, Work Completed September 30, 1985

Project Upper Truck Escape Ramp (Siskiyou)

Highway Pacific

County Jackson

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 10-30-85
JB

for Dale E. Wilken
Division Administrator

RECEIVED
STATE HWY ENGR
DEC 19 '85
REFER TO
FOR
Info | Issues | R/B | J.R | ign | ☐ | ☐

BMW:mk

cc: E. S. Hunter
C. O. Fredrickson
Jim Dix
B. M. Walton

CPC/FL4

RECEIVED
DEC 18 1985
OREGON DIV.

734-2023 (2-85)

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.

AGENDA
NOV 18 1985
CON 5
14 3

DATE: November 7, 1985

TO: Oregon Transportation Commission

FROM: for Larry Rulien
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Upper Truck Escape Ramp Section
Pacific Highway, Jackson County
Contract No. 9691

This federal aid construction project has been completed and it is now apparent that the final cost will exceed the project authorization by $223,700 or 21.8 percent. The authorization for this project has twice previously been increased by action of the Commission at meetings of September 18, 1984 and July 23, 1985.

On March 30, 1985 the newly constructed retaining wall on this project failed. Extra costs in the approximate amount of $224,000 were incurred to remove the remaining debris from the project, perform corrective work at the area of the slide and to repair the existing shoulders. This work was described in the last previous request for increase in the project authorization, but the amount was inadvertently omitted from the total amount requested.

There are sufficient funds available in the category of work. A portion of the increase is ineligible for federal participation; the amount is to be determined at a later date.

I recommend that the authorization be increased by $224,000 to a new total of $1,250,625.44. This matter will be on the consent calendar for the November 18 meeting.

LR:HHP:mk

cc: Fred Miller
C. O.Fredrickson
J. J. Gix
R. W. Gormsen
V. E. Skoog
George Bell

Form 734-3122

STATE OF OREGON

INTEROFFICE MEMO

Highway Construction 378-6318

FILE: CON 5

RECEIVED
STATE HWY ENGR
NOV 6 '85
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: October 10, 1985

FROM: O. B. Jackmond
Contract Administration Engineer

NOTED
W. E. SCHWARTZ

SUBJECT: Request for Increase in Project Authorization
Upper Truck Escape Ramp Section
Pacific Highway, Jackson County
Contract No. 9691

This federal aid construction project has been completed and it is now apparent that the final cost will exceed the project authorization by $223,700 or 21.8 percent. The authorization for this project has twice previously been increased by action of the Commission at meetings of September 18, 1984 and July 23, 1985.

On March 30, 1985 the newly constructed retaining wall on this project failed. Extra costs in the approximate amount of $224,000 were incurred to remove the remaining debris from the project, perform corrective work at the area of the slide and to repair the existing shoulders. This work was described in the last previous request for increase in the project authorization, but the amount was inadvertently omitted from the total amount requested.

There are sufficient funds available in the category of work. A portion of the increase is ineligible for federal participation; the amount is to be determined at a later date.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $224,000. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: J. J. Gix
R. V. Busey
B. M. Walton
D. L. Trout

81-125-1307

Series of oversights caused

Editor's note: Mail Tribune reporter Bill Meany has spent part of the past two months investigating the facts surrounding collapse of a truck escape ramp in the Siskiyous last March. The second of two reports follows. The first segment appeared Sunday.

Failure of a retaining wall supporting the Interstate 5 upper truck escape ramp magnified a breakdown in the state Highway Division's checks and balances over design of major highway projects.

As a result of the collapse and oversights that contributed to the failure, the Highway Division has implemented new policies to prevent a similar failure, according to Assistant State Highway Engineer E.S. Hunter.

In a May 22 memo to the division's region engineers, Hunter outlined steps to be followed in all future retaining wall construction:

—The division's Bridge Foundation Unit will investigate the foundations of all future retaining walls higher than the typical 3-foot barrier.

—Project managers will be responsible for initiating the investigations.

—If the division's Final Design Unit makes any changes in the size or location of retaining walls, the Final Design Unit will initiate an investigation with the Bridge Foundation Unit.

An investigation of the soils at the I-5 construction site — or review of the design at several points during the project — could have revealed that the ground would not support the retaining wall as designed, and might have avoided the failure that occurred March 30, officials say.

"Essentially it was a process problem we had," says Jim Gix, Region Engineer in Roseburg. "We don't have enough checks and balances on our decision making."

The Bridge Design Unit added the patented Doublewal design retaining wall as an option on project specifications without performing any investigation to determine if the site could support a Doublewal construction.

The project was later enlarged when plans turned out to be erroneous, and the design was changed. Throughout, no foundation investigation was initiated.

"It's just a matter of recognizing the implications of an alternative design," Gix says.

"It started out to be a relatively short wall, and before we were done it got bigger. I think at that point we should have stopped and re-examined whether we even wanted to build the thing" (as designed).

No single person is to blame for the [illegible] Medford Project Manager Ron Busey. [illegible] designers, engineers, field personnel and [illegible] experts reviewed the plans and construc[illegible]

"Anybody could have blown the whis[illegible] thought it was suspicious," he says.

No one did.

It was a "system fault" officials say.

"The problem with the ramp was it s[illegible] very small project amd kept being redo[illegible] redesigned," says Bill Maude, who was [illegible] manager for most of the ramp's constr[illegible]

"Everybody assumed that everythin[illegible] (investigated). It grew 10 times. It was [illegible] cumulative assumptions."

The Federal Highway Administratio[illegible] 92 percent the project, also has accepte[illegible] responsibility. Glenn Hossner, field ope[illegible] engineer for the Oregon Division of the [illegible] federal authorities reviewed the plans [illegible] the project.

"We signed off on the specs. It all ha[illegible] review," he says.

"We all make mistakes occasionally.

New ramp's cost put at $1.6 million

The cost to stabilize and rebuild the upper truck escape ramp on Interstate 5 near the Siskiyou Summit will be more than $1.6 million — more than double the original estimate for construction of the ramp that collapsed March 30.

The state Highway Division estimates that it will cost $1.4 million to rebuild the ramp; an additional $205,000 worth of work will be done this summer to stablize the site for the winter.

The Federal Highway Administration has agreed to fund the projects.

The temporary work began earlier this month. It will be performed by the ramp contractor, M.C. Lininger & Sons, as an extra work order. The work is expected to take four to six weeks.

Construction for the new $1,412,000 ramp project will be put out to bid again later this year. Work will begin late next spring.

"We only get so much money from the federal government each year. If we have to do one project twice, it's going to come out of that year's pot."

—Pat Schwartz

used ramp failure

person is to blame for the failure, says
ject Manager Ron Busey. A series of
gineers, field personnel and geotechnical
ewed the plans and construction.
could have blown the whistle if they
as suspicious," he says.

ystem fault" officials say.
lem with the ramp was it started out as a
roject amd kept being redesigned and
says Bill Maude, who was project
most of the ramp's construction.
ly assumed that everything had been
). It grew 10 times. It was a whole lot of
assumptions."

al Highway Administration, which funded
he project, also has accepted
y. Glenn Hossner, field operations
the Oregon Division of the FHwA, says
orities reviewed the plans and approved

d off on the specs. It all had a lot of
says.
ake mistakes occasionally. I think this is the first complete failure the state Highway (Division) has had in 25 years."

Hossner says the Highway Division has a solid reputation nationwide for its highways, and is not usually careless.

"The state Highway (Division) is not that way," says Hossner. "I'll vouch for that."

E.W. "Pat" Schwartz, assistant state highway engineer, says there have been no major failures of a state-built structure in his 34 years with the Highway Division, although land slides have destroyed roads, and asphalt on other roads has failed.

He says the state takes its reputation — and the failure of the truck escape ramp — seriously. Many individuals in the division are asking, "What are we doing wrong that allowed this to happen?" Schwartz says.

"It was a whole series (of errors). At each stage they reviewed the information they had based on engineering judgment and economics. The problem was everybody assumed ... things had been checked," Maude says.

"It was an accumulation of — I won't say bad judgments — I'll say oversights."

future retaining wall construction:

—The division's Bridge Foundation Unit will investigate the foundations of all f[illegible]e retaining walls higher than the typical 3-foo[illegible]rrier.

—Project managers will be responsible for initiating the investigations.

—If the division's Final Design Unit makes any changes in the size or location of retaining walls, the Final Design Unit will initiate an investigation with the Bridge Foundation Unit.

New ramp's cost put at $1.6 million

The cost to stabilize and rebuild the upper truck escape ramp on Interstate 5 near the Siskiyou Summit will be more than $1.6 million — more than double the original estimate for construction of the ramp that collapsed March 30.

The state Highway Division estimates that it will cost $1.4 million to rebuild the ramp; an additional $205,000 worth of work will be done this summer to stablize the site for the winter.

The Federal Highway Administration has agreed to fund the projects.

The temporary work began earlier this month. It will be performed by the ramp contractor, M.C. Lininger & Sons, as an extra work order. The work is expected to take four to six weeks.

Construction for the new $1,412,000 ramp project will be put out to bid again later this year. Work will begin late next spring.

"We only get so much money from the federal government each year. If we have to do one project twice, it's going to come out of that year's pot."

—Pat Schwartz

Originally estimated to cost $773,325, the ramp had cost $928,625 before it collapsed March 30.

State highway crews will remove the rubble from the broken wall, remove most of the what remains of the failed wall, temporarily stabilize the side hill with rock pile, and construct a 10- to 12-foot-wide highway shoulder for traffic safety through the winter.

Undamaged Doublewal modules from the collapsed wall will be salvaged and stored for possible future use on other highway projects, Project Manager Ron Busey says. Some of the undamaged wall will be left standing, he says.

A large portion of the work north of the collapsed wall — about 1,600 feet of ground stabilization that was not part of the retaining wall — is still in place and will be used in the new ramp project, Busey says.

The special pea gravel used in the actual escape ramp portion of the project — runaway trucks sink into the gravel and stop — will be reused as well.

Busey says several accidents involving trucks with brake failures last winter might have been avoided if drivers could have used an escape ramp. He offered that as evidence that an upper escape ramp is needed to augment the existing escape ramp built in 1977 about 3½ miles farther north on I-5.

George Machan, an engineer in the Highway Division's Geotechnical Group, says engineers are mulling over several new designs for construction of the new ramp.

The Doublewall design that was used for the collapsed ramp will not be used for the new ramp project, he says.

Options include a metal bin-type wall, which is similar in design to the Doublewal, but is more flexible and more forgiving; and a fabric-type wall that is lapped into the fill along the edge to hold in the material.

The leading option, however, is a reinforced earth (RE) wall — similar in design to an earthen dam — which uses the weight of the fill material to stabilize straps or posts connected to the wall. It's a wall best suited for unstable ground conditions, Machan says.

The federal government [illegible] accepting responsibility for the collapsed project, and has agre[illegible] state pay the cost of constructing the n[illegible]

Glenn Hossner, field operations engi[illegible] Oregon division of the FHwA, says the [illegible] review and approval of plans and chan[illegible] makes the FHwA "part and parcel" in [illegible] to the ramp's failure.

The feds, however, are refusing to p[illegible] the state allowed in a change order tha[illegible] contract specifications.

Busey did not know what portion of [illegible] the $36,686 change order for fill the st[illegible] pick up.

"The contractor had contracted to p[illegible] backfill material and he did not," Hoss[illegible]

The additional $1.4 million for the n[illegible] construction next year will come out o[illegible] approximate $150 million Oregon rece[illegible] from the FHwA.

"I guess you'd have to say that's cor[illegible]

Doublewal construction.

The project was later enlarged when plans turned out to be erroneous, and the [illegible]ign was changed. Throughou[illegible]no foundation i[illegible]stigation was initiated.

"It's just[illegible] matter of recognizing the implications of an alter[illegible]tive design," Gix says.

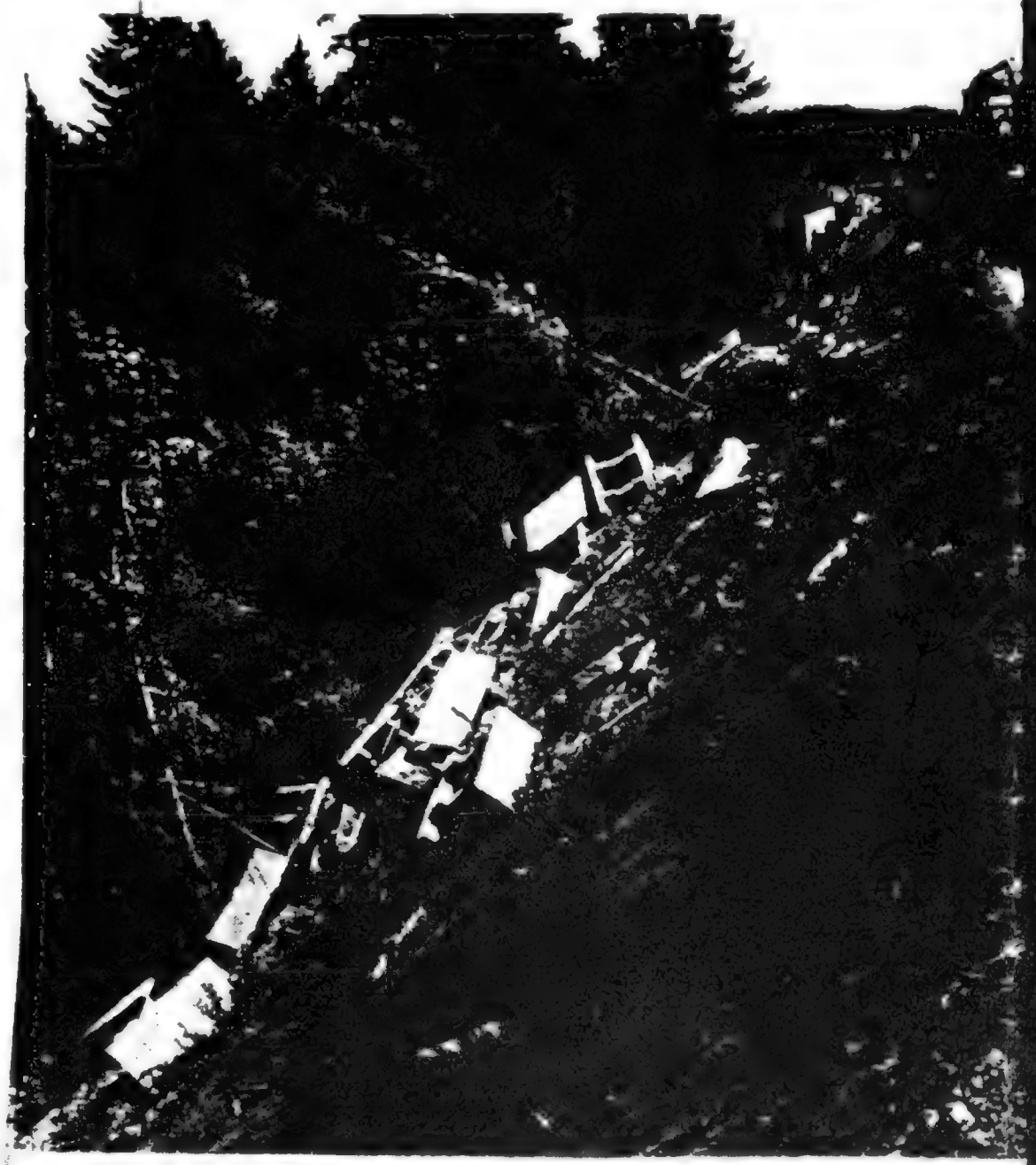
"It starts out to be a relatively short wall, and before we [illegible]re done it got bigger. I think at that point we should [illegible]ve stopped and re-examined whether we even wante[illegible]to build the thing" (as designed).

cumulative assumptions."

The Federal Highway Administrati[illegible] 92 percent the project, also has accep[illegible] responsibility. Glenn Hossner, field o[illegible] engineer for the Oregon Division of th[illegible] federal authorities reviewed the plan[illegible] the project.

"We signed off on the specs. It all h[illegible] review," he says.

"We all make mistakes occasionall[illegible]



Stabilization and replacement of the collapsed I-5 truck esc[illegible]

aptions."

ghway Administration, which funded
oject, also has accepted
enn Hossner, field operations
Oregon Division of the FHwA, says
s reviewed the plans and approved

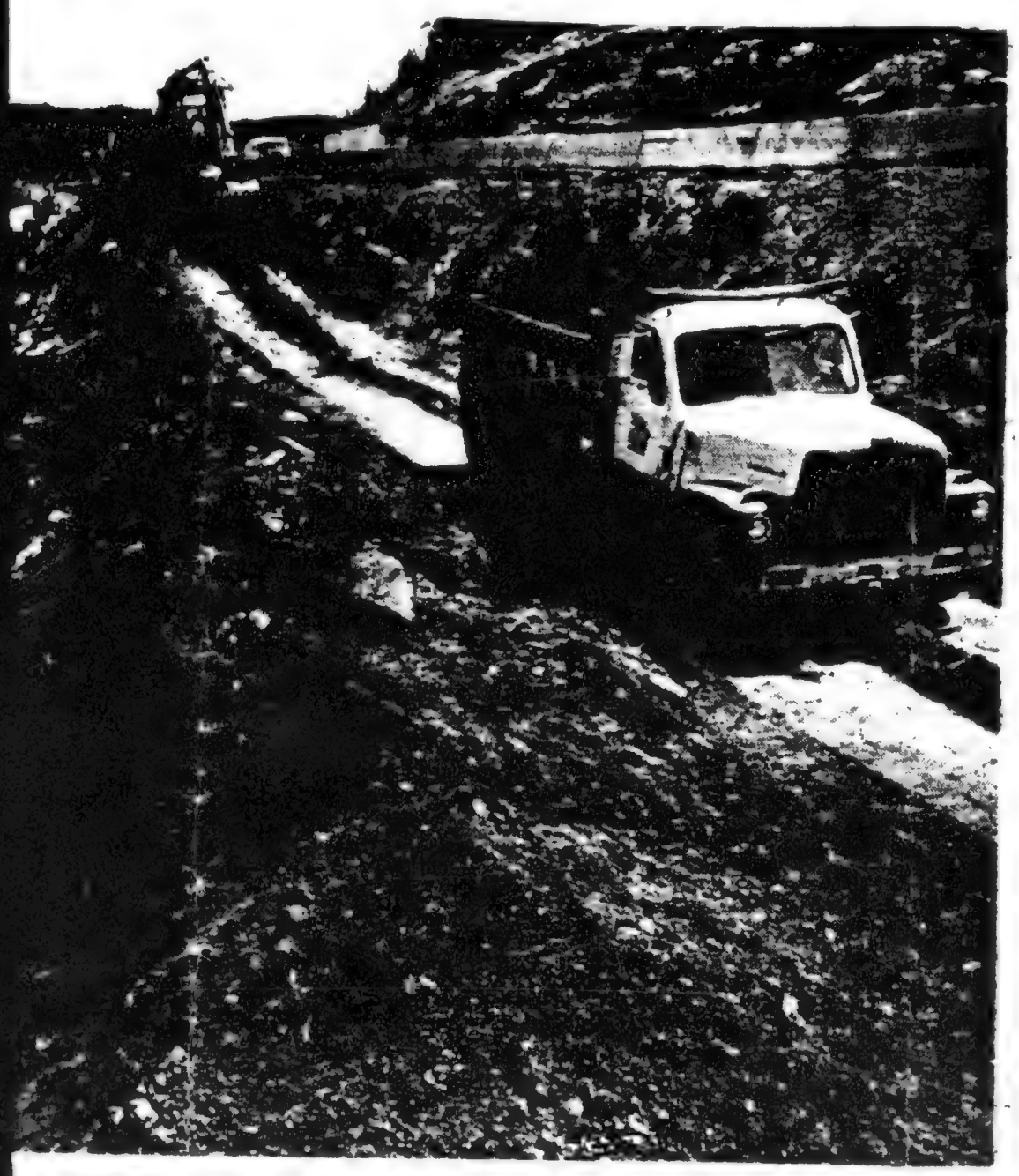
on the specs. It all had a lot of

nistakes occasionally. I think this is

individuals in the division are asking, "what are we doing wrong that allowed this to happen?" Schwartz says.

"It was a whc eries (of errors). At each stage they reviewed the information they had based on engineering judgment and economics. The problem was everybody assumed ... things had been checked," Maude says.

"It was an accumulation of — I won't say bad judgments — I'll say oversights."



ed I-5 truck escape ramp will cost taxpayers $1.6 million.

oject, and has agreed to help the
constructing the new ramp.
eld operations engineer for the
he FHwA, says the FHwA's
l of plans and change orders
art and parcel" in responsibility
e

r, are refusing to pay for backfill
a change order that did not meet
ons.
w what portion of the total cost of
rder for fill the state will have to

ad contracted to provide a certain
d he did not," Hossner says.
1 million for the new ramp
ar will come out of the
illion Oregon receives annually

e to say that's correct," says W.E. Pat Schwartz, assistant state highway engineer. "We only get so much money from the federal government each year. If we have to do one project twice, it's going to come out of that year's pot."

The Highway Division does about 200 highway project a year, most of which involve some federal funding.

The federal government picks up 92 percent of interstate projects. The state pays the remaining 8 percent.

For the collapsed escape ramp and its reconstruction, about $2.3 million will be paid by the federal government, and about $200,000 by the Highway Division.

---

stories by BILL MANNY
of the Mail Tribune

Ruben
mb

LWR/kw

Medford

80th Year, No. 128 | 84 Pages, 7 Sections | Medford/Jackso

News in Brief

Dole doubts cuts

WASHINGTON (UPI) — Senate Republican leader Robert Dole said Saturday he doubts if Congress could "pull a rabbit out of the hat" and make major cuts in the federal budget deficit before 1987.

In an interview with U.S. News & World Report, Dole said he agrees with estimates that the 1986 deficit will top $200 billion and urged President Reagan to seek more cuts to hold down spending when Congress reconvenes in September.

"He ought to do it right now so we can keep the deficit on the front burner," Dole said.

Sales tax trails

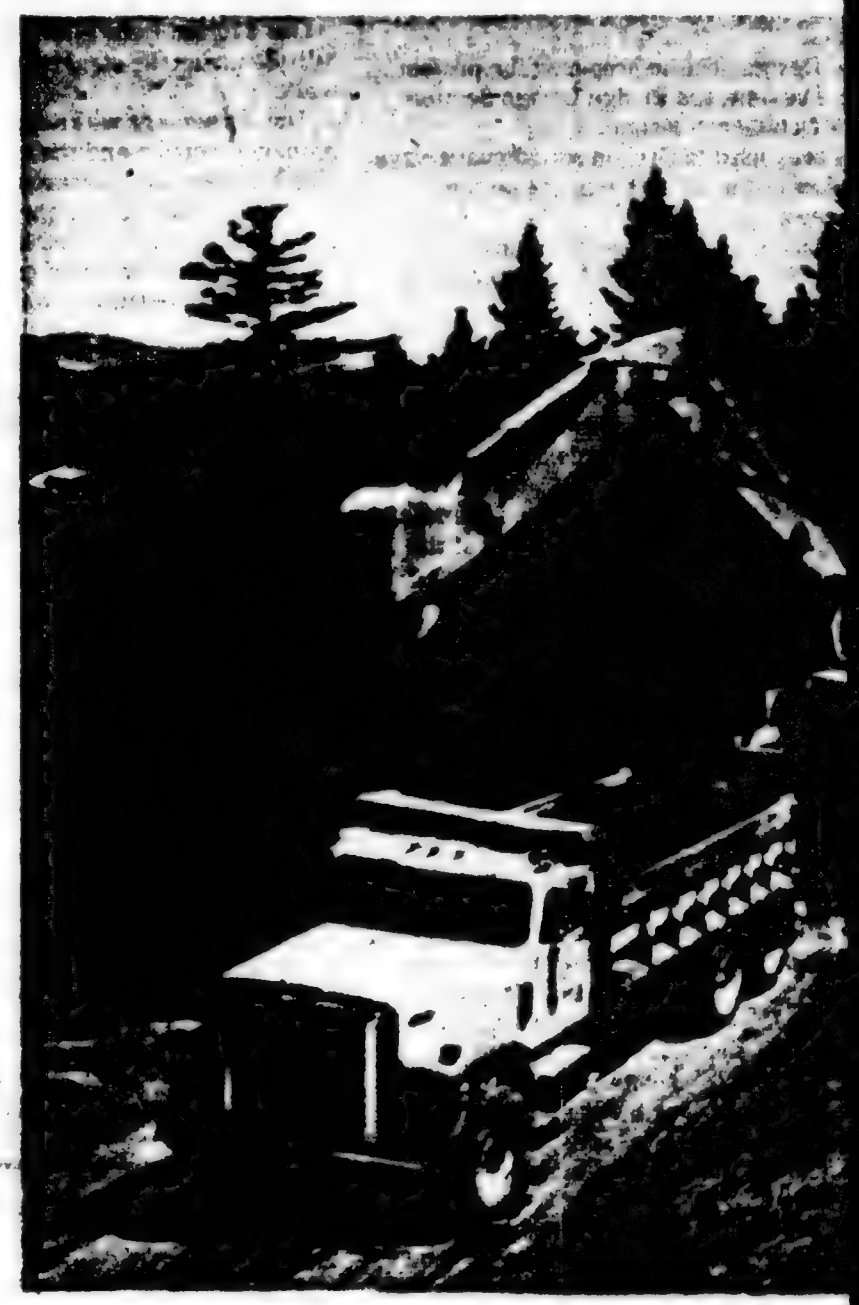
PORTLAND (UPI) — Oregonians oppose the 5 percent sales tax proposal on the Sept. 17 ballot by a 17-point margin, according to a poll in today's editions of The Oregonian newspaper.

The survey was conducted Aug. 8-12, about five weeks before the election, and shows 56 percent of those surveyed opposing it, while 39 percent favor it. Five percent were undecided.

Of those who oppose the tax, 49 percent said they would vote against it and 7 percent "lean toward" voting against it. Of supporters, 31 percent said they would vote for it and 8 percent were leaning toward supporting it.

Sanctions predicted

WASHINGTON (UPI) — Congress probably will approve economic sanctions against South Africa to



Crews for ramp contractor M.C. Lininger h

Escape ramp

...branches out, 4 to 7 ...icals, 1C **Lifestyles**

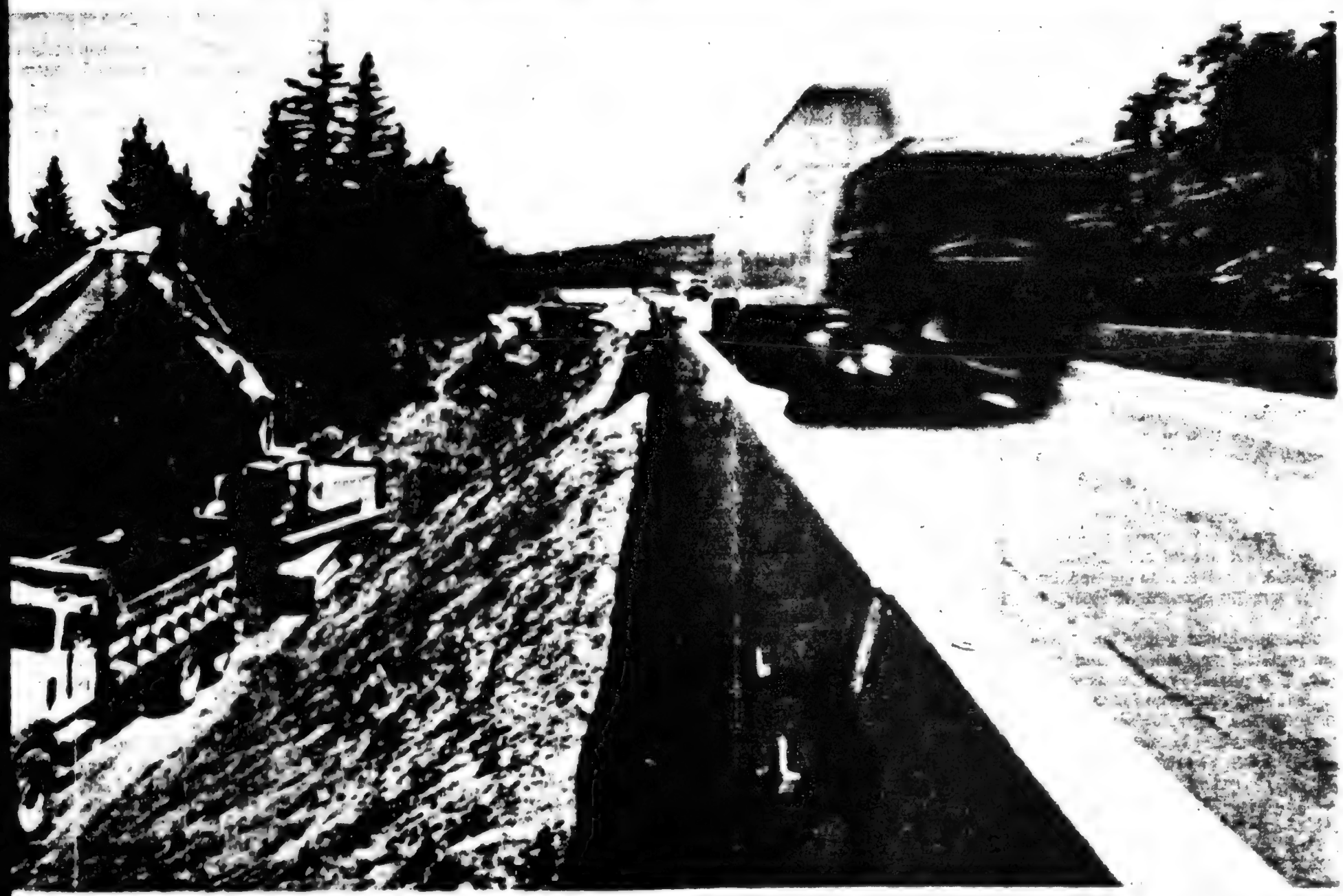
...ord Mail Tribune

A Pulitzer Award Newspaper

Medford/Jackson County, Oregon — Sunday, Aug. 18, 1985

Copyright (c) 1985
Medford Mail Tribune Co.

50 Cents



MT photo by Bob Pennell

...contractor M.C. Lininger have begun $200,000 worth of temporary repairs. The ramp will be rebuilt next summer.

...e ramp became costly error

In Brief

Dole doubts cuts

WASHINGTON (UPI) — Senate Republican leader Robert Dole said Saturday he doubts if Congress could "pull a rabbit out of the hat" and make major cuts in the federal budget deficit before 1987.

In an interview with U.S. News & World Report, Dole said he agrees with estimates that the 1986 deficit will top $200 billion and urged President Reagan to seek more cuts to hold down spending when Congress reconvenes in September.

"He ought to do it right now so we can keep the deficit on the front burner," Dole said.

Sales tax trails

PORTLAND (UPI) — Oregonians oppose the 5 percent sales tax proposal on the Sept. 17 ballot by a 17-point margin, according to a poll in today's editions of The Oregonian newspaper.

The survey was conducted Aug. 6-12, about five weeks before the election, and shows 56 percent of those surveyed opposing it, while 39 percent favor it. Five percent were undecided.

Of those who oppose the tax, 49 percent said they would vote against it and 7 percent "lean toward" voting against it. Of supporters, 31 percent said they would vote for it and 8 percent were leaning toward supporting it.

Sanctions predicted

WASHINGTON (UPI) — Congress probably will approve economic sanctions against South Africa to clear up "any ambiguities in our position toward apartheid," the chairman of the Senate Foreign Relations Committee predicted Saturday.

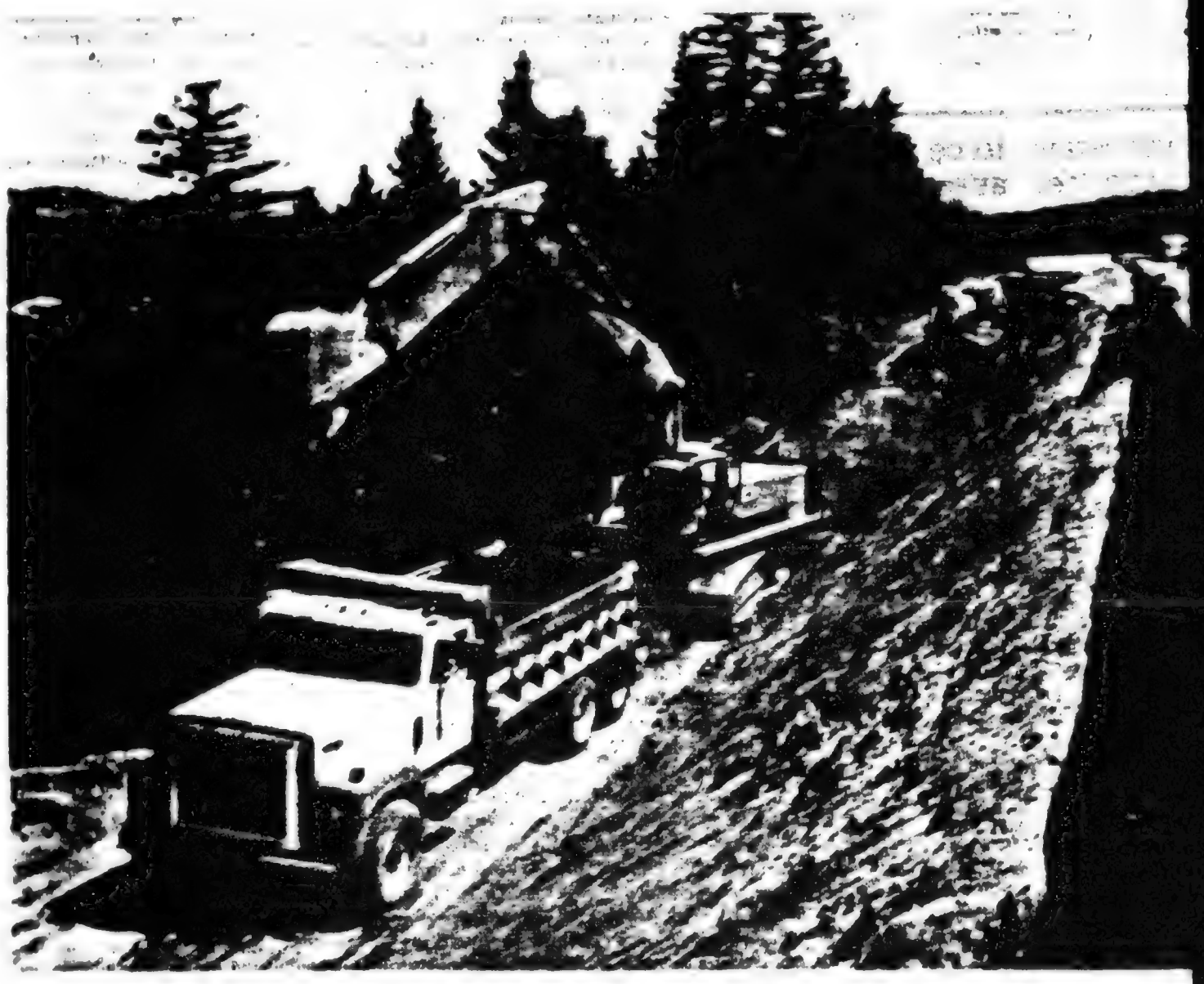
Sen. Richard Lugar, R-Ind., said that congressional action will not be deterred by recent maneuvering of the white-minority government, which insists on a rigid segregationist system.

South African President Pieter Botha last week in a major speech refused to reform apartheid and rejected the idea of equal voting rights for the country's black majority.

MADD march begins

LOS ANGELES (UPI) — Several hundred supporters of Mothers Against Drunk Driving began a cross-country march through 15 states Saturday to publicize their cause and commemorate victims of alcohol-related traffic accidents.

Chuckle



Crews for ramp contractor M.C. Lininger have begun $200,000 worth of temporary

Escape ramp became

Editor's Note: Mail Tribune reporter Bill Manny spent part of the past two months investigating facts surrounding collapse of a truck escape ramp in the Siskiyous last March. The first of two reports follows. The second part will appear Monday.

By BILL MANNY
Mail Tribune Staff Writer

When a truck escape ramp on Interstate 5 gave way March 30 and tumbled down the side of the Siskiyou Mountains, it capped a series of errors and oversights that multiplied into a million-dollar mistake.

The cause of the collapse was the failure of a 450-foot-long retaining wall — 34 feet tall at its highest point — that supported backfill, the paved highway shoulder and the escape ramp.

State highway engineers say the wall's failure was not the fault of the wall or its design, but of human error and oversight:

—The wall was constructed without the geological and technical examination of ground conditions usually performed by the state Highway Division in such projects.

Doublewal Corp. officials designed the retaining wall based on figures provided by the Highway Division that were later found not only to be wrong, but fictional. A ground study that would have produced such information was never performed.

—When errors in the original specifications for the wall were discovered, the size of the wall was increased by 34 percent without a review of the proposed structure. A review of the redesigned plans could have revealed that the Doublewal design was inappropriate for the unstable conditions at the site.

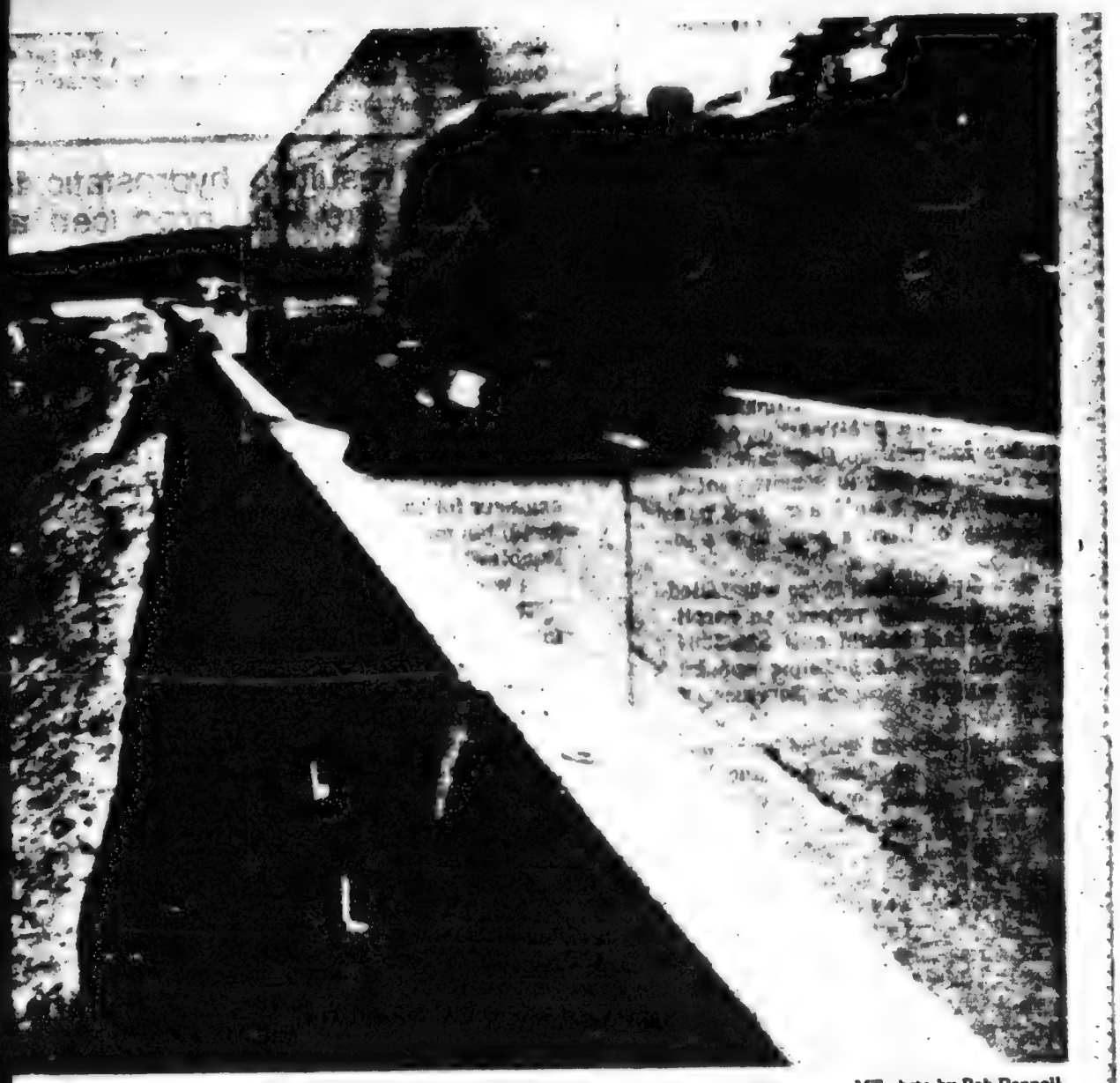
> "This is not the kind of wall can take too much settlement. the type of foundation, it was wrong type of wall."
>
> —Ron Bu

—Original plans for the project prepared by the Hi Division's Road Design Unit called for a metal "bin-ty retaining wall. The concrete Doublewal design was in in the bid specifications as an option by the Highway Bridge Design Section without an investigation. An in could have shown that unstable ground conditions wou support a Doublewal design.

—The wall's ultimate collapse was accelerated by inferior, impervious fill material behind the wall. A c order — also called a price agreement — was negoti between the state and the contractor, M.C. Lininger & that allowed use of a material that was not free-drain backfill, as called for by contract specifications. As th absorbed water, weight of material behind the wall in pressure on it.

Officials say the collapse was a "system error," wit single individual responsible. Former project manage Maude says the ramp failure was the product of an "accumulation" of oversights by a series of state Hig Division personnel.

Months before the collapse, highway officials knew was in danger. In November and December of 1984, c



MT photo by Bob Pennell

rth of temporary repairs. The ramp will be rebuilt next summer.

ame costly error

kind of wall that
ch settlement. For
dation, it was the
."

—Ron Busey

ect prepared by the Highway
lled for a metal "bin-type"
oublewal design was included
ption by the Highway Division's
an investigation. An inquiry
ground conditions would not

e was accelerated by use of an
al behind the wall. A change
reement — was negotiated
ractor, M.C. Lininger & Sons,
that was not free-draining
ct specifications. As the fill
erial behind the wall increased

s a "system error," with no
former project manager Bill
as the product of an
y a series of state Highway

highway officials knew the ramp
d December of 1984, crews noticed settlement, some of which is expected in such construction.

But the settlement continued. The ramp pavement cracked, and officials measured tilting in the wall and creeping in the wall footings. By March 22, movement of up to 1.71 feet had been measured at the top of the wall, and the wall footings had moved out 8 inches and settled another 6 inches.

Ron Busey replaced Maude as project manager at the Medford office the month of the collapse. Maude had been promoted to Medford district maintenance supervisor.

When Busey came on board, highway personnel were debating how to correct the troublesome wall, he says. They realized it would need major work and possible reconstruction.

One of the options considered at the time, says Busey, was removing the fill from behind the wall — "unloading" the wall — and attempting to salvage the Doublewal modules.

The question became moot at about 10:30 p.m. March 30. The wall collapsed and scattered debris about 200 feet down the side of the Siskiyous.

In May, the Highway Division accepted responsibility for the failure and absolved Doublewal Corp. and Lininger of any blame.

The Federal Highway Administration (FHwA) also has accepted responsibility because it reviewed all plans and designs on the project, says Glenn Hossner, director of Oregon FHwA field operations.

Consequently the FHwA, which had agreed to pay 92 percent of the project cost, recently agreed to pay that much for work already done.

see ESCAPE RAMP, Page 2A

Escape ramp

from Page 1A

The FHwA won't pay the costs of the inferior fill that was used on the project. But it will fund 92 percent of the $1.6 million work to stabilize the roadside this summer and to reconstruct the ramp next summer, Hossner says.

The collapsed retaining wall was made of precast concrete modules designed by Doublewal Corp., of Plainville, Conn., and manufactured by Morse Brothers Prestress Inc. of Portland.

The walls are actually concrete boxes that are stacked on a concrete foundation, then filled with aggregate. Larger boxes — the largest were 6 by 8 by 10 feet — form the base of the wall.

The Doublewal design is similar to other "bin" wall constructions that use earth fill for strength. But the Doublewal design is not as forgiving or flexible as other designs, and Highway Division engineers now say other designs could better have withstood the unstable conditions encountered at the site.

> "The resulting hydrostatic force behind the wall produced additional overturning forces which induced the ultimate overturning failure."
>
> —Jan Six

A METAL BIN wall structure would have been a "more forgiving structure," says George Machan, geotechnical engineer for the state, although no one is certain if the metal bin method would have succeeded where the Doublewal didn't.

"I would say it would have had a better chance," he says.

The weight of a conventional bin wall is spread along the full span of the wall. But a Doublewal requires soils with greater bearing capacities because its weight is concentrated on footings, Maude says.

"In future retaining wall projects, Doublewal designs will not be considered as equals to standard bin wall or RE (reinforced earth) wall design," said foundation designer Jan Six, of the division's Bridge Foundation Section, in an April 29 memo.

"Doublewal projects will require a detailed foundation investigation to verify bearing capacity values used in the design and also to evaluate the potential for settlement of the foundation," Six wrote.

cycle of instability: the settling of the footings led to movement of the wall, which further unsettled the footings, which caused more tilting of the wall, which brought even more pressure on the unstable footings.

At the same time, the road surface was covered with snow. As it melted, the water drained through the pavement cracks into the impervious backfill, building up the weight behind the wall.

"The resulting hydrostatic force behind the wall produced additional overturning forces which induced the ultimate overturning failure," Six wrote.

A middle third of the wall — about 155 feet — overturned and broke into pieces. Another 150 feet is partially collapsed, Machan says.

The division's Road Design Section prepared the project plans. During a routine review, the Bridge Design Section added the option for a Doublewal design.

The Doublewal has been used in Oregon for 10 years, says Machan. A large number of the walls are in use on the Portland Banfield Freeway.

The Doublewal is considered a low-cost alternative.

"We normally do that to get a better price," explains Busey. "This time it was a mistake.

THE ORIGINAL ramp designs — calling for a 15- to 18-foot-high wall — were based on cross sections supposedly taken in 1977, according to Schwartz's memo. State officials subsequently found no records that revealed when the cross sections were taken.

When surveyors on the site in August 1983 tried to match the wall plans with the cross sections, they found that the planned wall wouldn't fit. In fact, those plans would have placed some of the wall footings in mid-air.

Maude says he didn't know how the errors in the cross sections occurred.

New cross sections were taken, and the wall was redesigned. Seventy-six concrete boxes were added to the 221-unit Doublewal.

"It started out to be a relatively short wall," says Jim Gix, the Roseburg region engineer, "and before we were done it got bigger. I think at that point we should have stopped and re-examined whether we even wanted to build the thing."

Especially in light of known slide problems in the area.

The Siskiyous are known for unstable ground conditions, says David Maurer, who served as a soil scientist in the Jackson County Planning Department for 10 years and is now with the Department of Land Conservation and Development. Maurer is unfamiliar with the circumstances surrounding the collapse, but he says the construction of Interstate 5 has shown the instability of soils in the area.

Busey says that prior to the project's design, core drillings should have been taken down to bedrock at the point where the wall foundation would sit. That would have indicated the kind of soils involved and what loads they could bear.

THE COLLAPSE of the ramp was accelerated by use of backfill material that did not meet contract specifications that required permeable, "free-draining" aggregate.

That oversight occurred in Price Agreement No. 5, the April 1984 change order negotiated following the redesign of the wall. It incorporated a number of contractual amendments in connection with the project's expansion.

One $36,686 item allowed material excavated from the hillside under the structure to be used as backfill behind the wall.

The agreement was negotiated between the project manager's office and the contractor, and approved by the Highway Division hierarchy and the FHwA.

"At that point it was the lowest cost solution," says Maude, who participated in the agreement. Maude says he doesn't recall how much money the move saved. The fill was allowed because it was the quickest and cheapest alternative, he says, and there was no discussion of specifications.

At that time, Maude says, officials were not aware the specifications for the Doublewal design required free-draining backfill behind the wall as well as within the wall modules.

"I think there was confusion between what Doublewal expected" and how he and his subordinates read the design, he says.

The specified porous fill was used inside the wall, but the poorer fill — excavated at the site or hauled from a nearby quarry — was used behind the wall. The fill inside the modules passed tests and met specifications, as did tests on the concrete used in the wall. But no tests were conducted to determine the quality of the backfill until after the collapse, according to Schwartz's memo.

> "It started out to be a relatively short wall, and before we were done, it got bigger. I think at that point we should have stopped and re-examined whether we even wanted to build the thing."
>
> —Jim Gix

Jan Six, of the division's Bridge Foundation Section, in an April 29 memo.

"Doublewal projects will require a detailed foundation investigation to verify bearing capacity values used in the design and also to evaluate the potential for settlement of the foundation," Six wrote.

"This is not the kind of wall that can take too much settlement," says Busey. "For the type of foundation, it was the wrong type of wall."

The wall was designed based on reports that the ground could bear 6,000 pounds per square foot (psf), the equivalent of two automobiles stacked on a 1-foot-square area.

But state officials later admitted that the 6,000 psf figure was in error. No field investigation was ever done that determined any bearing pressures, let alone 6,000 psf.

"We also concluded that a soils investigation should have been conducted prior to contracting," said W.E. "Pat" Schwartz, assistant state highway engineer, in a May 17 letter to the FHwA.

"Such an investigation could have revealed a Doublewal design was not an acceptable design alternative. For sure it would indicate 6 kips (6,000 psf) was not obtainable." Schwartz also wrote that an investigation would have helped the state avoid approving a change order "that did not call for ... free-draining backfill."

Engineers say the exact answer to what happened to the retaining wall still lies under the rubble on the Siskiyous.

BUT ENGINEERS have determined that the wall itself did not fail, but instead tipped or overturned by the weight of the fill behind the wall after the base was weakened at the creeping footings.

According to Six's April 29 report, "excessive settlement of the outer concrete footing probably initiated a sequence of events that led to the overturning of the wall."

Six says settlement of the footings caused the wall to move, and cracks formed in the surface pavement. It was a

The Siskiyous are known for unstable ground conditions, says David Maurer, who served as a soil scientist in the Jackson County Planning Department for 10 years and is now with the Department of Land Conservation and Development. Maurer is unfamiliar with the circumstances surrounding the collapse, but he says the construction of Interstate 5 has shown the instability of soils in the area.

"Everybody knows about some of the sliding that goes on around there," he says.

Maude says state highway crews encountered a series of slides in the construction — and later relocation — of the tourist information center at milepost 9.5, three miles north of the collapsed upper truck escape ramp.

The tourist center was moved during relocation of an entire chunk of the interstate following a rock slide in 1974, Maude says.

He says that although there was no evidence of slide problems at the upper escape ramp site, slide conditions are an everyday worry for highway crews. And no site on the Siskiyous can be considered completely stable, he says.

"We are extremely careful any time we are working that area," Maude says.

GIX SAYS the state should have considered the slide problems and proceeded with greater care. Although it was not a slide that troubled the escape ramp, the Siskiyous' reputation for landslides should have alerted officials to potential troubles, he says.

"We should have been a lot more careful," Gix says.

Rod Miller, general manager of M.C. Lininger, agrees. "It was a known area of slippage."

Miller says his crews had no indication during construction that ground conditions or anything else would affect the project.

"In this, we are laborers performing a project," he says. "We didn't notice a thing during construction."

"We don't supply them with design data...," Busey says. "They did what they were told."

> point we should have stopped and re-examined whether we even wanted to build the thing.'
>
> —Jim Gix

QUALITY TESTS after the collapse showed the material to be impervious, a mixture of gravel with silt, clay and chunks of clay.

A clean crushed rock with 5 percent or less dirt would have met specifications. The backfill used had about 30 percent dirt, Machan says.

To a geotechnical engineer, it would be clear that a porous fill was required behind the wall, Machan says. But it is conceivable that others might have been confused about the backfill specifications and unknowingly used a backfill that was not free-draining, he says.

In an April 26 memo, Machan noted that the erection drawings failed to list the backfill specifications. "Therefore the limits of the special wall backfill ... are left to interpretation," he says.

THE POOR FILL that was used didn't cause the collapse, Machan says, but it shortened the life of the wall by mo and perhaps years.

"I think the poor material probably brought it to our attention faster," he says.

Engineers who inspected the site after the collapse were surprised to see the poor quality of fill.

"It was not the quality I would expect," says Seattle geotechnical engineer William Shannon, who was hired by Doublewal to inspect the collapse.

Here the FHwA's Hoesner comes to the state's defense.

"I don't think it was blatant," he says. "I just think there was some confusion on the part of the people."

Next, on Monday: stories on rebuilding the ramp, and how the original project got out of hand.

9691

N

STATE OF OREGON

INTEROFFICE MEMO

Highway Construction 378-6318

FILE: CON 5

TO: To The Files

DATE: August 16, 1985

FROM: ORIGINAL SIGNED BY GERALD W. WIMER
Gerald Wimer
Construction Operations Engineer

SUBJECT: Non-participating Portion, Price Agreement No. 5
Upper Truck Escape Ramp
Contract No. 9691

By June 26 letter, FHWA Division Administrator Dale E. Wilken wrote State Highway Engineer H. S. Coulter that, "Federal participation in all costs associated with this item of work, including that provided for in Price Agreement No. 5, must be denied".

Region Construction Engineer W. J. Quinn, as indicated in his July 23 letter, determined from FHWA Area Engineer Wally Bryant that only Pay Item 3005E on Price Agreement No. 5 was involved. I further determined from Mr. Bryant on August 5 that it was only the backfill portion of that item that was non-participating, as the excavation portion is clearly participating. Based on a cost breakdown furnished by Chief Cost Engineer Ken Karnosh, Item 3005E should be coded as follows:

Portion	Est. Quantity	Unit	Unit Price	Amount
Participating Excavation	2755	Cu. Yd.	$ 6.20	$17,081.00
Non-participating Backfill	2755	Cu. Yd.	$ 7.31	$20,139.05
Total of Item 3005E	2755	Cu. Yd.	$13.51	$37,220.05

The original agreement extended this item to a $36,686.00 total.

JW:mk

cc: W. E. Schwartz
Bill Quinn
Ron Busey
Bruce Walton - Please recode your records accordingly.

08158M

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
AUG 16 '85
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

01-125-1387

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No

CON 5

DATE: August 8, 1985

TO: Oregon Transportation Commission

/s/ E.S. Hunter

AGENDA
AUG 20 1985
b

FROM: E. S. Hunter, P.E., P.L.S.
Acting State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Upper Truck Escape Ramp Section
Pacific Highway, Jackson County
Contract No. 9691

This federal-aid interstate construction project is nearly complete and it now appears that the final cost will exceed the project authorization by $98,000 or 11%. The authorization was increased by action of the Commission at the meeting of September 18, 1984 due to extensive revisions required to the original contract plans.

On March 30, 1985, the newly constructed retaining wall failed. It was necessary at that time to perform extra work to relieve the stress on the remaining portions of the wall and to secure the area for public safety. It was later deemed advisable to rebuild the escape ramp under a separate contract, and it then became necessary to complete cleanup of the project area, perform corrective work on the slide, and to repair the existing shoulders. Cleanup and repair work added more than $235,000 to the cost of the project. These additional costs are partially offset by underrun of the wall backfill material, placement of which was suspended when the wall failed, and of other contract items.

Construction engineering charges are expected to overrun considerably to cover geological investigation to determine the cause of the failure and to aid in design of both short term and long term solutions. It is anticipated that a portion of the engineering charges, which are at this time ineligible for federal participation, may later be recoverable as preliminary engineering costs.

There are sufficient funds available in the category of work and all the increase, except $76,000, is eligible for federal participation.

I recommend that the authorization be increased by $98,000 to a new total of $1,026,625.44. This matter will be on the consent calendar for the August 20 meeting.

ESH:HHP:mk

bc: Fred Miller
C. O.Fredrickson
J. J. Gix
R. W. Gormsen
V. E. Skoog
George Bell

STATE OF OREGON
Highway Construction 378-6318

INTEROFFICE MEMO
FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: August 8, 1985

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Upper Truck Escape Ramp Section
Pacific Highway, Jackson County
Contract No. 9691

This federal-aid interstate construction project is nearly complete and it now appears that the final cost will exceed the project authorization by $98,000 or 11%. The authorization was increased by action of the Commission at the meeting of September 18, 1984 due to extensive revisions required to the original contract plans.

On March 30, 1985, the newly constructed retaining wall failed. It was necessary at that time to perform extra work to relieve the stress on the remaining portions of the wall and to secure the area for public safety. It was later deemed advisable to rebuild the escape ramp under a separate contract, and it then became necessary to complete cleanup of the project area, perform corrective work on the slide, and to repair the existing shoulders. Cleanup and repair work added more than $235,000 to the cost of the project. These additional costs are partially offset by underrun of the wall backfill material, placement of which was suspended when the wall failed, and of other contract items.

Construction engineering charges are expected to overrun considerably to cover geological investigation to determine the cause of the failure and to aid in design of both short term and long term solutions. It is anticipated that a portion of the engineering charges, which are at this time ineligible for federal participation, may later be recoverable as preliminary engineering costs.

There are sufficient funds available in the category of work and all the increase, except $76,000, is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $98,000. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: J. J. Gix R. V. Busey B. M. Walton D. L. Trout

81-125-1387

NOTED
W. E. SCHWARTZ

July 18, 1985

CON

M. C. Lininger & Sons, Inc.
P.O. Box 1145
Medford, Oregon 97501

Time Extension Request
Upper Truck Escape Ramp
Contract No. 9691
FAP No. IR-5-1(103)06

Your request for additional contract time in which to complete the above project has been reviewed. The requested time extension is granted. The adjusted contract time for completion of this contract is October 1, 1985. This adjustment of contract time is due to the extra work you have been instructed to perform on this project.

/s/ C. O. Fredrickson

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk sl

bc H. S. Coulter
C. O. Fredrickson
J. J. Gix w/att.
Ron Busey w/att.
FHWA w/att.
Bruce Walton

STATE OF OREGON
Highway Division - Region 3

INTEROFFICE MEMO
440-3399

TO: C.O. Frederickson
Construction Engineer

DATE: July 11, 1985

FROM: W.J. Quinn
Region Construction Engineer

SUBJECT: Time Extenstion Request
Upper Truck Escape Ramp
Contract No. 9691

The contractor will need until October 1, 1985 to complete the extra work that we requested. I recommend we grant him the time extension.

WJQ:bsl

7-17-85

W.E. Schwartz -

I concur with Region and Proj. Mgr. and recommend a time extension to October 1, 1985 due to the performance of extra work

O.B. Jackson

CE___ CAE___ COE___ OM___ OE___ CA___ CAM___ EEO___

RECEIVED
JUL 16 1985
CONSTRUCTION SECTION

LS___ TC___ SA___ CC___ FE___ CP___ POC___ OCS___ FILE___

-1387

BU 7/29/85 N
8/15/85

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.: DES 9-5

DATE: July 15, 1985

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: E. S. Hunter
Assistant State Highway Engineer

SUBJECT: Oregon Project IR-5-1(103)06
Upper Truck Escape Ramp (Siskiyou)
your File HFO.3-OR

Your letter of June 26, 1985 to Mr. Coulter concerning the subject section requested that we advise you of the exact nature and extent of procedures that will be used in the future to assure that foundations for retaining structures are properly investigated, reviewed, and incorporated into the final designs.

Instructions were issued in my letter of May 22, 1985 that all future retaining structures be reviewed by the Bridge Design Section. A copy of that letter is attached. In order that these instructions are properly carried out, George Machan, Geotechnical Supervisor, and Glenn Thommen, Bridge Foundation Engineer, are presently developing a procedure for foundation investigations of retaining structures. These procedures will set forth the responsibilities of the Project Manager, Region Geologist, Bridge Foundation Unit, and Geotechnical Group.

This procedure is presently in rough draft form and should be in final form ready for distribution within the next several weeks. At that time, we will provide you with a copy of the detailed procedure.

ESH:cm

Attachment

cc: H. S. Coulter
W. E. Schwartz
R. N. Bothman
C. O. Fredrickson
Bob Pool
Ed Johnsen
bc: D. O. Christensen w/attach

RECEIVED
JUL 17 1985
ROAD DESIGN SECTION

Form 734-3122

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street NE
Salem, Oregon 97301

Ed- Your people should respond on future procedures for foundation designs.

June 26, 1985
IN REPLY REFER TO
HFO.3-OR

NOTED
W. E. SCHWARTZ
cy - Hunter
Fredrickson
Christensen
Hart

RECEIVED
STATE HWY ENGR
JUN 27 '85
REFER TO
Schwartz
FOR

Info	Invest	R/D	D/R	Sign	Act	File
✓					✓	

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon Project IR-5-1(103)06
Upper Truck Escape Ramp (Siskiyou)
Mr. Schwartz's Letter, May 17, 1985

The information contained in Mr. Schwartz's May 17, 1985 letter concerning the design and construction of the "Doublewall" retaining wall on the subject project as well as all other related information available have been reviewed in detail. Based on the results of our analysis it is our conclusion that the initial and primary reason for the wall failure was due to excessive settlement and lateral displacement of the wall footing and associated outward rotation of the upper portion of the wall resulting from inadequate strength of underlying material and not necessarily because of inadequate or improper construction procedures.

Since this office did in fact approve the original plans and specifications for this project and was aware that the State at that time did not perform foundation investigations for walls to determine or verify bearing values, and was either directly or indirectly involved in all changes associated with the necessary redesign and construction of the wall, we have reached the conclusion that Federal participation should continue through final restoration of the project. However, the cost and the type of restoration work involved will remain subject to approval of this office. Appropriate credit should be provided for items salvaged from the failed wall for future use at other sites.

Information available indicates that gradation tests were not performed on the backfill material prior to placement behind the wall. Subsequent analysis of the materials used indicates that they did not meet specification requirements contained in the contract special provisions relative to gradation and permeability. For these reasons Federal participation in all costs associated with this item of work, including that provided for in PA #5, must be denied. These costs should be coded as non-participating.

(Continued)

Mr. Schwartz indicates in his letter that the Division has instigated an improved program of foundation investigation since the time this project was designed and has proposed to recommend that foundations for all future retaining wall designs over barrier height be investigated by the Bridge Foundation Unit. It is requested that this office be advised as to the exact nature and extent of these improved procedures, including instructions to the field, in order that we may be assured that a problem such as was encountered on this project will be avoided in the future.

Sincerely yours,

Dale E. Wilken

Dale E. Wilken
Division Administrator

cc:
OSHD (W. E. Schwartz, ASHE)
OSHD (C. O. Fredrickson, Constr)
OSHD (Ed Johnsen, Location)
Region (Claude Manaton, HEO-010)
Region (Gary M. Kasza, HST-010)

STATE OF OREGON

HIGHWAY DIVISION

INTEROFFICE MEMO

CON 5

TO: Walt Hart
Duane Christensen
Chuck Fredrickson
Region Engineers

DATE: May 22, 1985

FROM: E. S. Hunter
Assistant State Highway Engineer

SUBJECT: Retaining Wall Foundations

The recent failure of a large retaining wall on the Siskiyou Truck Escape Ramp project has prompted the following instructions:

1. The Bridge Foundation Unit shall investigate the foundations for all future retaining wall designs over barrier height.

2. This investigation shall be initiated by the Project Manager during the location of the project.

3. If Final Design changes the length or location of retaining walls, they shall instigate the investigation by the Bridge Foundation.

ESH:sl

cc H. S. Coulter
W. E. Schwartz

RECEIVED
MAY 21 '85
GEOTECHNICAL GROUP
ODOT Highway Division

1 RDE
FDE
LE
SE
2 FPC
PDE
LFE
OTE
RECEIVED
MAY 23 1985
ROAD DESIGN SECTION
RPC
Copy All
Return To Groups
B/U
Final 5
Spec 1
Loc. 7

01-125-1987

STATE OF OREGON

INTEROFFICE MEMO

TO: MEMO TO FILE

DATE: MAY 30, 1985

FROM: Ronald V. Busey
RONALD V. BUSEY
PROJECT MANAGER

SUBJECT:

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
JUN 3 '85
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

Upper Truck Escape Ramp
Contract 9691
Meeting on Doublewal Failure

On May 30, 1985 a meeting was held in the construction office to determine what the next step would be regarding the failure of the Doublewal. Those present at the meeting were as follows:

Pat Schwartz, Asst. State Highway Engineer
Chuck Fredrickson, Construction Engineer
Gerry Wimer, Construction Operations Engineer
Bill Quinn, Region 3 Construction Engineer
Wally Bryant, FHWA Area Engineer
George Machan, Geotechnical Supervisor
Rich Watpnabe, Geotechnical unit
Jan Six, Bridge Section
Glen Thommen, Foundations Engineer
Ron Busey, Project Manager

Since Mr. Schwartz was not able to stay for the entire meeting he asked for a brief explanation of the conclusion of the geotechnical study. George explained the proposal is to widen the shoulder to 12 feet and support it with a piling wall at a cost of $175,000 to provide for the safety of the public. If it is decided to restore the escape ramp then a new wall would be designed for a contract to be done in the summer of 1986. He advised this would cost in the neighborhood of $750,000 to $1,000,000.

81-125-1387

Mr Schwartz and Mr Fredrickson advised that the current plan is to rebuild the escape ramp. They felt it still is a needed project and there is no other economical site to build one. There is no plan to reduce the design length of the ramp. At this point Mr Schwartz had to leave the meeting.

We then discussed the details of the plan to rebuild the shoulder. The pile wall was discussed at some length and it was decided that this work would be done under the current contract as extra work or on a price agreement basis. Mr Fredrickson advised that this work ought to be completed by August 31, 1985. It was determined that we would need the design by June 15 in order to be completed by the proposed deadline. Construction will urge bridge to expdite the design. This will give us until July 1, 1985 to negotiate with the contractor. This will allow two months for the contractor to mobilize and do the necessary construction work.

This summers work would include the pile wall, sloping of the fill in the failed area, removal of some of the existing Doublewal, sealing of the cracks and paving of the shoulder where necessary, and placement of concrete barrier to provide for public safety and also to contain the drainage and keep it out of the wall area.

Bill Quinn felt that every effort should be made to determine some salvage value for the undamage Doublewal elements. All agreed that this should be investigated. George had looked into this and was told the cost of recovery was more than they were worth. We will still attemp to find some use for the elements however.

We then discussed the permanent solution and George explained that the above cost estimate was based on a reinforced earth or similiar type wall. There would have to be quite a bit of sloping of the material and the backfill would have to be free draining rock of some kind. Also the piling wall would probably have to be tied back as part of the truck escape ramp restoration project.

When contingencies were added to the above estimates the

new estimates were $205,000 for the shoulder restoration and $1,412,000 for the completed truck escape ramp. There would be some benefit to the final construction from the work done to restore the shoulder.

cc Pat Schwartz✓
C. O.Fredrickson
Jim Gix
George Machan
Wally Bryant
Jan Six
Glen Thomman
file

HIGHWAY DIVISION

CON 5

Walt Hart
Duane Christensen

Chuck Fredrickson
Region Engineers

May 22, 1985

E. S. Hunter
Assistant State Highway Engineer

Retaining Wall Foundations

The recent failure of a large retaining wall on the Siskiyou Truck Escape Ramp project has prompted the following instructions:

1. The Bridge Foundation Unit shall investigate the foundations for all future retaining wall designs over barrier height.

2. This investigation shall be initiated by the Project Manager during the location of the project.

3. If Final Design changes the length or location of retaining walls, they shall instigate the investigation by the Bridge Foundation.

ESH:sl

cc H. S. Coulter
W. E. Schwartz

STATE OF OREGON

INTEROFFICE MEMO

Highway Construction 378-6318

FILE: CON 5

TO: E. S. Hunter
Ass't. State Highway Engineer

DATE: May 9, 1985

FROM: Gerald Wimer
Construction Operations Engineer

SUBJECT: Retaining Wall Foundations

During the course of reviewing the retaining wall failure on the Upper Truck Escape Ramp (Contract #9691), the review team (Chuck Fredrickson, Bryant Jackmond, Jerry Wimer, Walt Hart, Bill Quinn, Bill Maude, Ron Busey, Jan Six, George Machan, Rich Watanabe and Wally Bryant) in an attempt to prevent future failures, concluded:

1. The Highway Division has instigated an improved soils foundation program.

2. This program should be expanded to have the Bridge Foundation Unit investigate foundations for all future retaining wall designs over barrier height.

If you agree, please issue the appropriate instructions.

GW:mk

cc: W. E. Schwartz
Walt Hart
D. O. Christensen

05095M

RECEIVED
STATE HWY ENGR
MAY 10 '85
REFER TO
FOR
Info | Invest | P/D | D/R | Sign | Act | File

81.128.1307

DATE: May 17, 1985

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration CON

FROM: W. E. Schwartz
Assistant State Highway Engineer

SUBJECT: Oregon Project IR-5-1(103)06
Retaining Wall Failure
Contract No. 9691

Your April 9 letter requested five specific pieces of information as well as a detailed report on the design and construction of the retaining wall. The answers are:

1. Extent and adequacy of field survey (location data) - Region advises that, "A field location was done in which a line was ran on the ground and cross-sections were taken. There was no geological investigation made." We subsequently determined that cross-sections were run for a shorter ramp during the original 1977 construction. Approximately two years prior to the ramp contract these cross-sections were extended. We have been unable to find the actual field notes supporting this recollection by both the field crew and Project Manager Bill Maude. The original short ramp field location was for a shorter, 15-foot high wall.

2. Soils and foundation information used in the design of the project (geotechnical investigation) - This information is contained in the attached April 26 report from Geotechnical Group Manager George Machan, and April 29 Memo to the Files from Foundation Designer Jan Six and Mr. Machan.

3. Field Verification of the design assumptions such as bearing values - Bridge Design Section indicates, "There was no field verification of assumed soil bearing capacity by the Bridge Design Section." Their April 22 report includes an attachment fully detailing the contacts and assumptions thereto. A copy is attached.

4. Design information furnished to the retaining wall manufacturer - According to the Bridge Section, "All bidders were furnished a set of plans and specifications. The plans have plan and elevation view of a metal bin-type retaining wall showing the design to be used at different stations along the wall. The specifications allowed the contractor to construct a "Doublewal Design"

wall as an alternate. It also gave specifications for the fill material that was to be used inside of the wall and in back of the wall. On July 7, 1983, Bill Brown (Doublewal) was sent a profile grade for the top of the wall and four cross-sections that covered a distance of approximately 10 feet in front of the base of the wall. Mr. Brown was informed that this was all of the information that was available at the time. At approximately the same time, Doublewal was informed, by phone that a design bearing of 6 kips per ft^2 was obtainable in the field, and that they should show their design bearings on their plans so that the field personnel would know what was required. They were also informed that they could expect some settlement at 6 kips per ft^2."

5. Project documentation assuring compliance with contract requirements - The Region further states, "There were cylinder breaks on Doublewal precast modules which were all satisfactory. There were cylinders broken on footings which were within specifications. There was a laboratory test report on the special backfill material and it met specification. There were also field gradation test ran and they met specifications. The only tests taken on the fill material were compaction tests. They were all above specifications. Some failed on the intitial test and were retested after additional compactive effort and they then met specifications. No gradation or quality tests were made on the fill material behind the wall." A copy of their April 17 report is attached.

A meeting was held Monday, May 6 with Chuck Fredrickson, Bryant Jackmond, Jerry Wimer, Walt Hart, Jan Six, Bill Quinn, Bill Maude, Ron Busey, George Machan, Rich Watanabe and Wally Bryant to review and discuss the matter. It was determined the contractor had done his work in conformance to the contract plans, specifications, approved change orders and/or the Engineer's directions. We, therefore, concluded the contractor could not be held responsible for the failure of the wall.

We also concluded that a soils investigation should have been conducted prior to contracting. Such an investigation could have revealed a Doublewal design was not an acceptable design alternative. For sure it would indicate 6 kips per ft^2 was not obtainable. It would have helped prevent negotiating a price agreement that did not call for appropriate free draining backfill.

Our Division has already instigated an improved program of foundation investigation. We further propose to recommend that foundations for all future retaining wall designs over barrier height be investigated by the Bridge Foundation Unit.

You will recollect the urgency of getting projects, particularly this type funding, to contract when bids for this project were received. Your office approved the plans and specifications. Also Price Agreement 5 that changed the backfill behind the wall.

Because of this, the FHWA is respectfully requested to continue participation in this project until completion. If you come to any other conclusions, please let us know at an early date.

We plan to have the current contractor restore the area to a safe condition and possibly to complete restoration. That determination will be made May 28, we will conclude this procedure is agreeable to the FHWA.

JW:mk sl

bc E. S. Hunter
C. O. Fredrickson
W. J. Hart
J. J. Gix
Ron Busey
George Machan

Jerr Wimer

STATE OF OREGON

INTEROFFICE MEMO

CON
9691

TO: Memo to File

DATE: April 29, 1985

FROM: Jan Six
Foundation Designer
George Machan
Geotechnical Engineer

SUBJECT:

Upper Truck Escape Ramp (Siskiyou) Section
Pacific Highway, M.P. 6.5
Jackson County
Bridge 16671, Contract 9691

General

The Bridge Foundation Unit and Geotechnical Section have completed an evaluation of the events and circumstances which led to the failure of the Doublewal retaining wall. Stability analysis, laboratory data and field conditions prior to failure were reviewed and based on this information a general agreement was reached on the circumstances which led to the wall failure. Various options were considered to either repair or replace the wall and recommendations are included in this report.

Failure Analysis

Stability analysis were conducted by both the Bridge Foundation Unit and Geotechnical Section. Analysis were made to determine the factor of safety for overturning, sliding, bearing capacity failure and the overall stability of the wall against deep-seated shear failure.

Field observations indicated that the ultimate failure occurred by an overturning, or toppling, of the wall. In our opinion excessive settlement of the outer concrete footing probably initiated a sequence of events that led to the overturning of the wall. Settlements of the footing in the vicinity of the failure were on the order of 6" or more. Settlement of the footing resulted in lateral displacements in the upper portions of the wall and also produced cracks in the pavement surface behind the top of the wall. The tilting of the wall reduced the wall's overturning stability and also transferred increasing amounts of pressure to the outer concrete footing. The surface cracking behind the wall allowed snowmelt waters to infiltrate the backfill material. Results of laboratory gradation tests showed the backfill behind the wall is not a "free-draining", permeable soil. The resulting hydrostatic force behind the wall produced additional overturning forces which induced the ultimate overturning failure.

The Doublewal design concentrates relatively high bearing pressures along the outer continuous concrete footing. These footing pressures in turn

require high quality compact granular soil with sufficient bearing capacity to support the actual bearing pressures applied. Because of the lateral displacement of the footing that was also measured (4"-6"), it is possible that a shallow bearing failure (or "creep" condition) was actually occurring. The footing was constructed above a 1 1/2:1 slope which further reduced the resistance to a bearing capacity failure. The bearing capacity of 6000 psf assumed in the original design appears to be excessive for the actual site conditions. It is conceivable that settlements and lateral movement would be experienced as loads increased on the outer concrete footing. The failed area should be uncovered in order to better identify the final condition of the footing and its relationship to the bottom Doublewal units. This information will be valuable in determining the exact cause of the failure.

Recommendations

Options that were considered include the following:

1) Relocate the truck escape ramp to a more stable section of roadway; salvage the remaining Doublewal units for use in the new location; restore present site to original condition.

2) Construct either Bin Wall or RE Wall; would require deeper foundation than original design; cutslope would intersect NB traffic lanes.

3) H-pile with lagging and tiebacks; would require driving pile to bedrock (±25'), backfill behind lagging and tieback into existing fill (soil anchors).

4) Abandon retaining wall and UTER at this location; salvage remaining Doublewal units for possible use on some other project; reconstruct embankment to original condition.

Options 1-3 will be very expensive solutions and depend upon the absolute necessity of having a truck escape ramp along this section of freeway. The existing site will involve extensive site preparation for any of the wall alternates along with a comprehensive foundation investigation.

If Option 4 is selected, then the Doublewal units should be removed through the unstable section of the wall as shown on the attached profile sheet. The units can be stockpiled for future use on another project. The bottom Doublewal units may remain in place as shown on the profile and the embankment may be reconstructed back to original grade on a 1 1/2:1 slope.

The remaining portion of the ramp (500'+) could be utilized as a turnout, viewpoint or rest area. It could still provide an area for trucks experiencing minor brake problems to exit and stop.

Another option was to shorten the ramp by bypassing the failed section and stabilizing the remaining wall. This option does not appear feasible. Tom Edwards of preliminary design indicated that the designed ramp length is the minimum length required to begin with and shortening it further (by 150-200') would seriously jeopardize the ramp's effectiveness.

Foundation conditions for the embankment slope through the failed section will have to be evaluated as excavation proceeds. If the bottom units are still in place, the embankment can be reconstructed on top of the units the same as in the other areas. Otherwise, some additional foundation preparation will be required prior to embankment construction. Inspection of the remaining Doublewal units, footings and general foundation conditions will aid in determining the cause of the failure and the proper procedure for reconstructing the embankment slope.

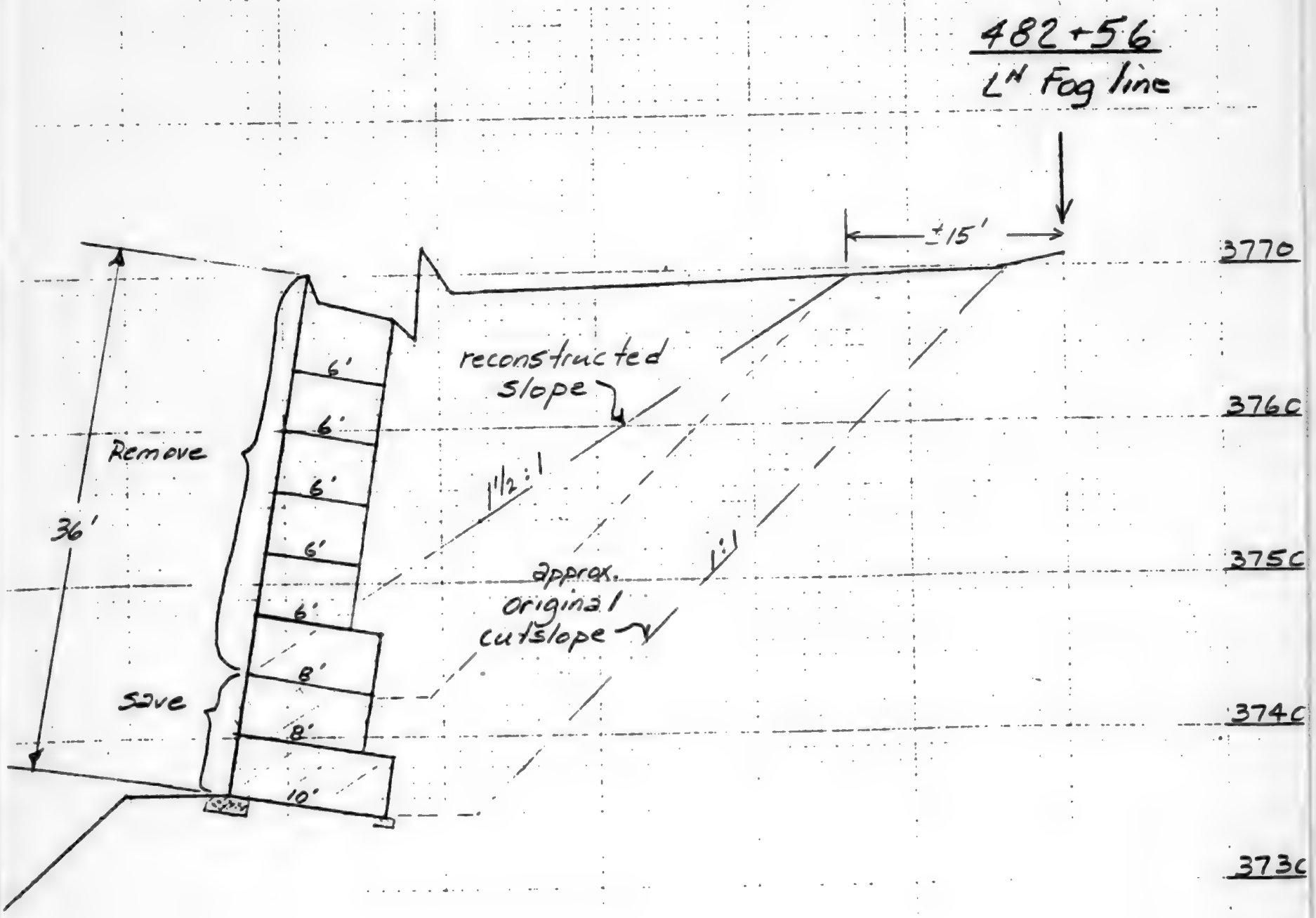
In future retaining wall projects, Doublewal designs will not be considered as equals to standard bin wall or RE wall design. Doublewal projects will require a detailed foundation investigation to verify bearing capacity values used in the design and also to evaluate the potential for settlement of the foundation.

JS:smd

cc George Machan

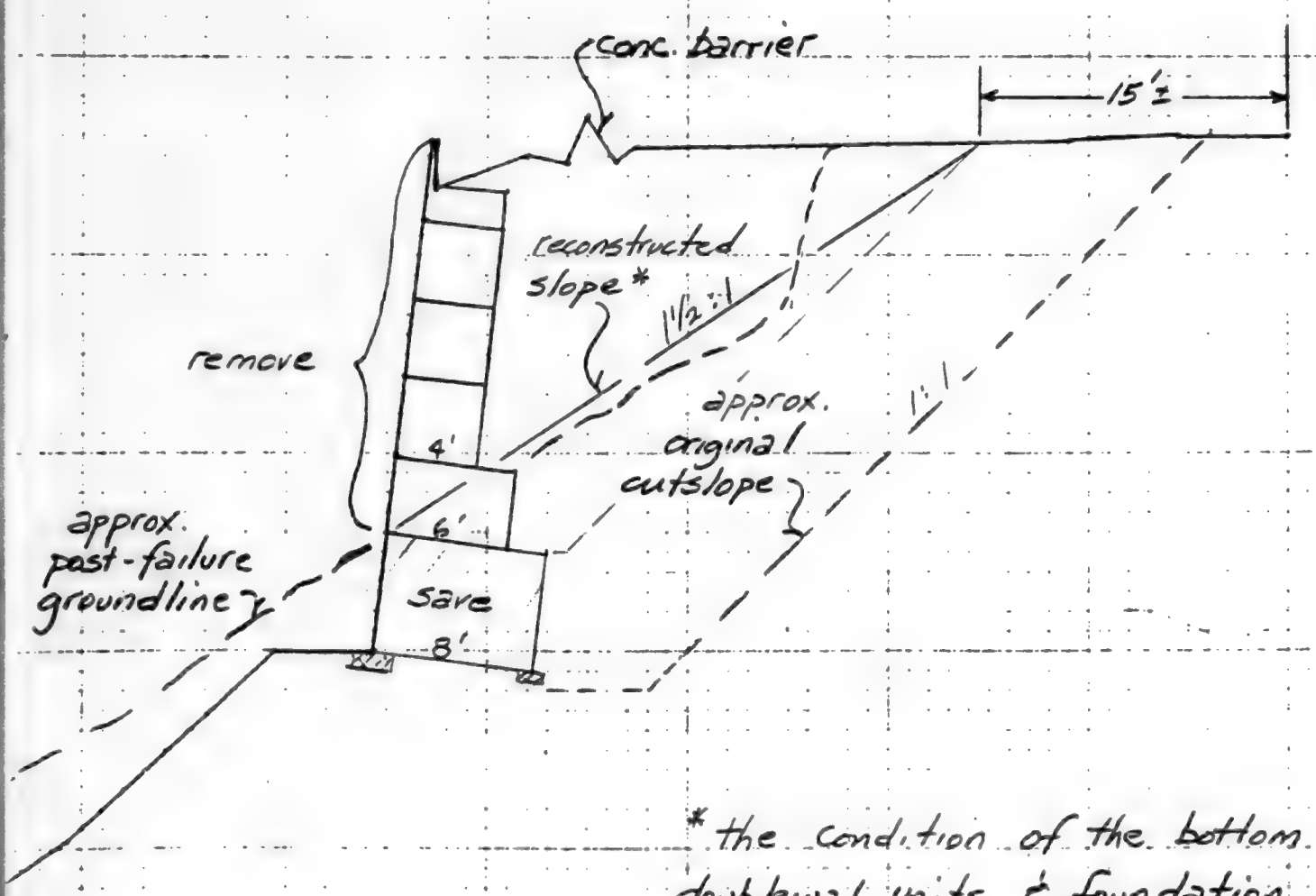
Upper Truck Escape Ramp
Siskiyou Section ; Pacific Hwy. M.P. 6.5
Jackson County
Bridge No. 16671 (Doublewal)

Scale: 1" = 10'
Surveyed: 3-18-85



Upper Truck Escape Ramp
Siskiyou Section; Pacific Hwy. M.P. 6.5
Jackson Co.
Bridge No. 16671 (Doublewal)

Scale: 1" = 10'
Surveyed: 3-18-85



* the condition of the bottom doublewal units & foundation through the failed section is unknown. The actual condition will have to be evaluated at the time of excavation to see if this proposed reconstruction is appropriate.

DOUBLEWAL SCHEDULE		
MODULE NO.	MARK NO.	NO. REQ'D.
304	400	1
305, 306	415	2
303	460	1
302	475	1
308, 309, 311	536 ST 4-0	3
307, 310	537 ST 4-0	2
300, 301	670	2
299	676	1

NOTE:
BLOCK NO'S. 291, 292, 293, 294 & 277 MANUFACTURED BUT NOT REQUIRED SEE SHEET E2 OF 8

CE CAE RECEIVED LS TC
COE OM SA CC
OE MAY 02 1985 FE CP
CA PQC
CA CONSTRUCTION QCS
EEO SECTION FILE

BEGIN WALL STA. 484+99.80

STA 484+00

"TR" ℄

PLAN

Δ 20½ UNITS @ 8.015' = 164.31
ALONG FACE OF WALL

Failed Wall Section

291 292 293 278 279 280 281 282 283 284 285 286 287 288 289 290 258 259 260 261 262 263 264 265 266 267 268 269 1 2 3 4 5 6 7 8 9 10 11 118 119 158 159 160 161 162

EL. 3774.88 EL. 3772.61 EL. 3766.31 EL. 3764.30 EL. 3760.33 EL. 3756.36 EL. 3758.36 EL. 3754.39 EL. 3752.39 EL. 3750.41 EL. 3748.41

Δ 2 SEE REVISION BELOW

F1 F2 F3

7½ UNITS @ 8.015' = 60.11'
ALONG FACE OF WALL

Remove Doublewal units to here

BEGIN WALL STA. 484+99.80

305 306 307 308 309 310 311 278 279 280 295 296 297 298 299 300 301 302 303 304

EL. 3773.24 EL. 3770.28 EL. 3766.31

F1

ELEVATION
(BATTERED 1 ON 6)

STA 484+00

ELEVATION
(BATTERED 1 ON 6)

ERE
DR

OREGON DEPARTMENT OF TRANSPORTATION

ROUTING SLIP | Date 5-2-85

Attention: JERRY WIMER

From: G. MACHAN

Comments: attach to Apr. 29 '85 memo by Jan Six & Geo. Machan.

731-0022 (Rev. 4-83)

N

STA 433+00

STA 432+00

FRONT FACE OF WALL

P

28½ UNITS ALONG FA

Unstable Section

TRANSVERSE WIDTH OF UNIT (TYP)

Remove Doublewal units to here

EL. 3744.44

EL. 3742.47

EL. 3740.47

EL. 3746.44

F4

EL. 3738.49

EL. 3740.47

EL. 3736.49

F4

F3

FIN. SLOPED GRADE & FACE OF WALL

STA 432+00

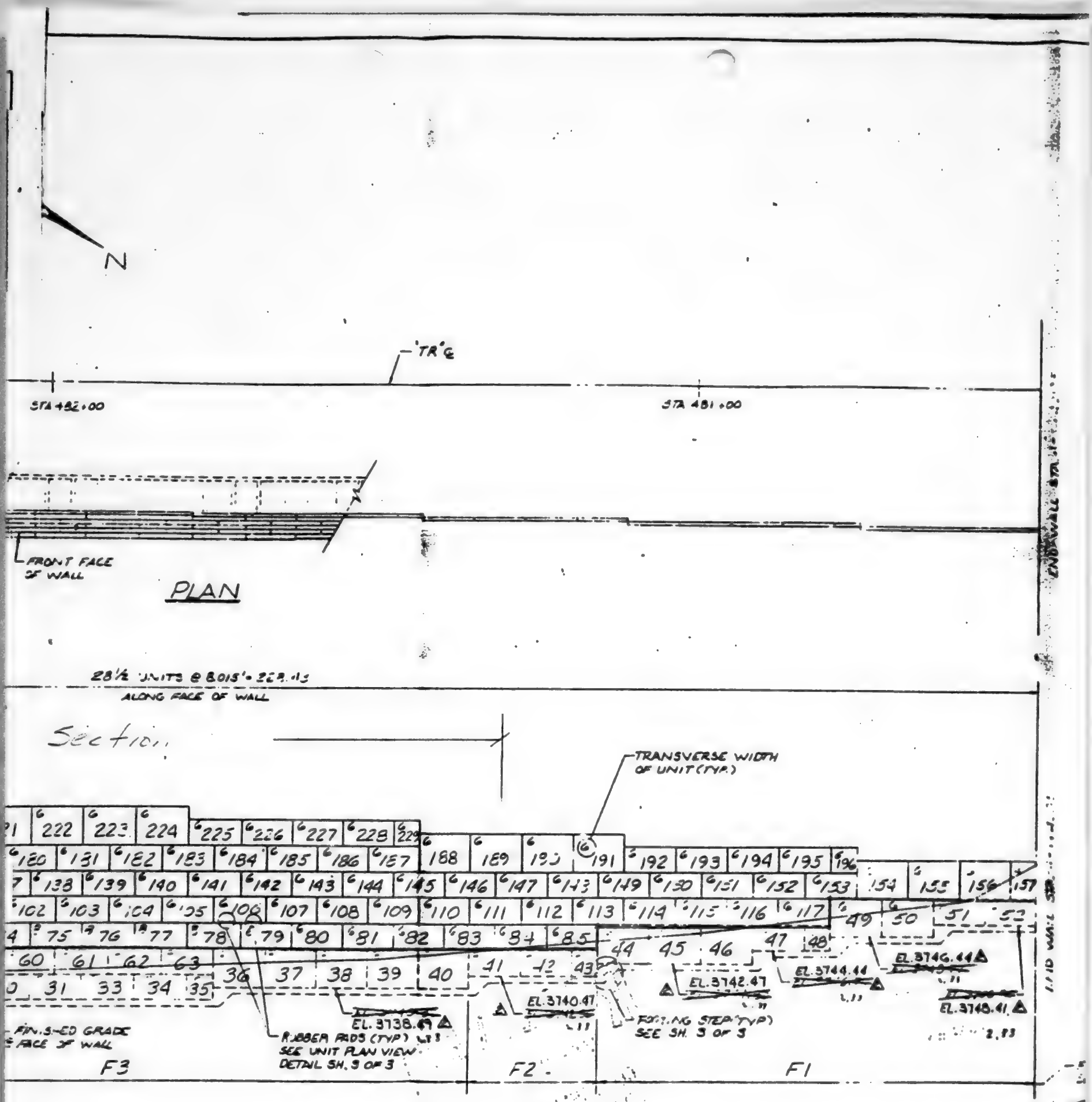
ELEVA

(BATTERED

ECTION
RAWING

MORSE BR
PRESTRESS

This drawing contains information proprietary to Doublewal Corporation and is being furnished for the use of - OR.DEPT. D.O.T. only in connection with this project and the information contained herein is not to be transmitted to any other organization unless specifically authorized in writing by Doublewal Corporation. The furnishing of this drawing does not constitute an expressed or implied license under U.S. Patent Numbers 4 186 161 4 251 186 4 351 587 and 4 373 891 Canadian Patent Number 1 084 246 and 1 104 756 or other Patents Pending



ERECTION DRAWING

MORSE BROS. PRESTRESS, INC.
P.O. Box 68, Redmond, Oregon 97756
(503) 548-5111

This drawing contains information proprietary to Doublewall Corporation, and is being furnished for the use of OREGON D.O.T. only in connection with this project, and the information contained herein is not to be transmitted to any other organization unless specifically authorized in writing by Doublewall Corporation. The furnishing of this drawing does not constitute an expressed or implied license under U.S. Patent Numbers 4,186,161 and 4,251,186, Canadian Patent Number 1084 248 and 1104,798 or other Patents Pending

NO	DATE	BY	REVISED
1	1-23-84		
2	9-3-85	JST	A - 162

481+00

END RETAINING WALL STA. 482+75.98

VERSE WIDTH
T (TYP.)

193	194	195	196		
151	152	153	154	155	156	157
115	116	117	49	50	51	52
46	47	48				

EL. 3746.44
EL. 3744.44
EL. 3742.47
EL. 3740.41

STEP (TYP)
3 OF 3

2.83

F1

DOUBLEWAL SCHEDULE

MARK NO.	BLOCK NO.	NO. REQ'D.	MARK NO.	BLOCK NO.	NO. REQ'D.
450	16[illegible]-170, 201-212 231-246, 260-267, 280	37	697	230	1
415	258, 278	2	736ST4-0	192-195, 225-228 252-255	12
460	279	1	736ST6-0	154-156, 188-191, 226-229, 250, 251	14
473	257, 277	2	737ST4-0	196 229, 256	3
536ST4-0	272-275 276-278 295-297	11	737ST6-0	157	1
536ST6-0	247-249 268-271 281-285	12	800	53-66	14
537ST4-0	276, 290, 298	3	808	67	1
540ST60	291-294	4	810	68-78, 86-92	20
600	79-85, 95-124, 129-153, 155 172-187, 214-219	85	815	[illegible]15	2
608	125, 159, 197	3	820	7,10, 41,4[illegible]	4
609	125, 171, 213	3	868	36	1
610	126, 127, 160-167 198-200, 232, 233	13	870	5, 8, 11, [illegible]2, 37-40	8
615	1, 4, 47, 51, 52	5	878	13	1
630	231	1	897	6, 9, 43	3
660	2, 44-46, 49, 50	6	1020	20, 21, 26-31, 33, 34	12
670	259	1	1070	16, 17, 18 22	4
673	3, 48	2	1097	9, 23 35	3

NOTE:
MODULE I.D. 32 NOT USED.

RECEIVED
JUL 30 1984
BRIDGE SECTION

FOOTING SCHEDULE
SEE SHEET 3 OF 3

REGISTERED PROFESSIONAL ENGINEER 11525 ROBERT P. LATHROP APRIL 30, 1985

DOUBLEWAL CORPORATION
PLAINVILLE, CONNECTICUT 06062

PROJECT: STATE OF OREGON
DEPARTMENT OF TRANSPORTATION
PACIFIC HIGHWAY
UPPER TRUCK ESCAPE RAMP
JACKSON CO. PROJECT NO

TITLE: PROPOSED RETAINING WALL
STA. 480+75 TO STA. 482+75.98
PLAN & ELEVATION

DATE 7-26-83 | SCALE 1"=10'-0" | DWG NO. E17-8
DR BY JST | JOB NO. 33068 | SHEET E2 of 3
CHK. BY WLB

MORSE BROS. PRESTRESS, INC.
P.O. Box 88, Clackamas, Oregon 97015
(503) 655-5111

NO.	DATE	BY	REVISION
A	7-25-84	JST	REVISED BOTTOM OF WALL
1	9-3-85	JST	A[illegible] BOTTOM OF WALL

...story to Doublewal Corporation, and is being furnished for the only in connection with this ...orsen is not to be transmitted to any other organization unless ...ublewal Corporation. The furnishing of this drawing does not ...rvice under U.S. Patent Numbers 4,196,181 and 4,231,196, ...n 1,104,798 or other Patents Pending

STATE OF OREGON

INTEROFFICE MEMO

TO: Gerald Wimer
Construction

DATE: April 26, 1985

FROM: George Machan GM
Geotechnical Group

SUBJECT: Oregon Project IR-S-1(103)06
Upper Truck Escape Ramp
Retaining Wall Failure

A meeting was held Friday April 19, 1985 with members of the Bridge Section to discuss the soils and foundation information for the design of the Doublewal retaining wall. The following information was concluded concerning the design.

1. No geologic or geotechnical investigations were performed during preliminary design (location phase).

2. The Road Design Section designed a metal bin wall, as shown on the plans.

3. Bridge Section considered Doublewal as an option to the metal bin wall.

4. Information used in the design and analysis of the Doublewal option included:

a. A recommendation from Bridge Section that a bearing capacity of 6000 psf be assumed in design.

b. Design parameters assumed by the Doublewal Corporation in July of 1983 included an angle of internal friction of 34 degrees for the backfill material. A Coulomb active earth pressure analysis was used, assuming the use of a free draining backfill material (to insure that hydrostatic pressures would not be built up against the wall). A "pervious" backfill was specified to be placed in the Doublewal modules with a gradation of 6" minus with no more than 15% passing a number 200

sieve. The unit weight of this backfill material was taken to be 120 pcf. The wall was designed for wall heights anticipated at the site and was designed to resist overturning and sliding. Slope stability analysis were not done by Doublewal Corporation.

c. In December of 1983 the Bridge Foundations Section was asked to evaluate the proposed temporary cut slopes required to construct the retaining wall. Two borings were then drilled by the Region 3 Soils and GeoJogy section to identify materials and conditions in the area of the proposed temporary cutslope. Stability analysis was made of the proposed cut slopes. A 0.75H:1V cut slope was analyzed using the following soil parameters: angle of internal friction of 34 degrees and cohesion of 200 psf. No groundwater was assumed in the analysis. A factor of safety of 1.18 was calculated for this slope. The factor of safety increases with flatter cut slopes.

d. Also in December of 1983, overall stability of the Doublewal was analyzed by the Bridge Foundations section. The cross section at station 482+50 was used in the analysis, with material properties including an angle internal friction of 34 degrees and a cohesion of 200 psf. The stability was analyzed using the method of slices. The factor of safety determined at that time was 1.57. A 1:1 cut slope was adopted by the Contractor.

5) In the plans for the Upper Truck Escape Ramp, only bin type retaining wall details were shown. In the Supplemental Provisions, an option was allowed for the use of a Doublewal retaining wall instead of the bin wall. Erection drawings from Doublewal Corporation included details for construc-

tion. However, the erection drawings of the Doublewal wall do not show the limits of excavation required or the limits of backfill needed. Also omitted on the erection drawings are specifications for the backfill material to be placed behind the wall. The Doublewal plans did not include details of the subdrains. Therefore, the limits of special wall backfill and the location of the foundation drain are left to interpretation. Letters in the files indicated approval of the Contractors proposed 1H:1V cut. In the Special Provisions, Optional "Doublewal" Design, 2f-2, the special wall backfill is material to be placed against the wall. This specification states that the material should conform to subsection 251.13 which includes that the percent passing the No. 200 sieve shall not be greater than 6 percent.

Special Provision, Optional "Doublewal" Design, 2f-3 is a backfill material which is also specified for placement <u>within</u> the Doublewal structure on the Doublewal erection drawing. The specification states that this backfill shall be "permeable", 6"-0", and have no more than 15 percent passing the No. 200 sieve.

GM:mm

cc: Jan Six, Bridge Section
File

RONALD V. BUSEY*PROJECT MGR*2690 N PACIFIC HWY MEDFORD OR 97501

STATE OF OREGON

INTEROFFICE MEMO

PH 776-6001

TO: GERALD WIMER
Const Operation Eng.

DATE: APRIL 24, 1985

FROM: RONALD V. BUSEY
Proj. Mgr.

SUBJECT: Upper Truck Escape Ramp
Contract 9691
Retaining Wall Failure

In answer to your April 17, 1985 letter, the following is the information on items 1 and 5.

1. Extent and adequacy of field location survey

A field location was done in which a line was ran on the ground and cross sections were taken. There was no geological investigations made.

5. Project documentation assuring compliance with contract requirements

There were cylinder breaks on doublewal precast modules which were all satisfactory. There were cylinders broken on footings which were within specifications. There was a laboratory Test Report on the special backfill material and it met specifications. There were also field gradation tests ran and they all met specifications. The only tests taken on the fill material were compaction tests. They were all above specifications. Some failed on the initial test and were retested after additional compactive effort and they then met specifications. No gradation or quality tests were made on the fill material behind the wall.

cc: Region
file

RECEIVED
CONSTRUCTION
SECTION

81-125.1367

STATE OF OREGON

INTEROFFICE MEMO

CON
9691

TO: Gerald Wimer
Construction Operations Engineer

DATE: April 22, 1985

FROM: Gerald E. Backstrand, P.E.
Assistant Bridge Engineer

SUBJECT: Oregon Project IR-5-1(103)06
Upper Truck Escape Ramp (Siskiyou) Section
Retaining Wall Failure
Bridge 16671, Contract 9691

CE CAE RECEIVED LS TC
COE OM SA CC
OE FE CP
CA APR 26 1985 PQC
CAM CONSTRUCTION QCS
EEO SECTION FILE

The following is Bridge Design Section's answers to the questions raised in your letter of April 17, 1985:

Item #3 - Field verification of the design assumptions such as bearing values.

There was no field verification of assumed soil bearing capacity by the Bridge Design Section.

Item #4 - Design information furnished to the retaining wall manufacturer.

All bidders were furnished a set of plans and specifications. The plans have a plan and elevation view of a metal bin type retaining wall showing the design to be used at different stations along the wall. The specifications allowed the contractor to construct a "Doublewal Design" wall as an alternate. It also gave specifications for the fill material that was to be used inside of the wall and for the fill material that was to be in back of the wall. On July 7, 1983 Bill Brown (Doublewal) was sent a profile grade for the top of the wall and four cross-sections that covered a distance of approximately ten feet in front of the base of the wall. Mr. Brown was informed that this was all of the information that was available at that time. At approximately the same time, Doublewal was informed, by phone, that a design bearing of six kips per ft^2 was obtainable in the field, and that they should show their design bearings on their plans so that field personnel would know what was required. They were also informed that they could expect some settlement at six kips per ft^2.

Following is a summary of major events that pertain to this contract as found in the Bridge Design Section files or as remembered by Bridge Design Section personnel:

1) Project was designed by Road Design with a metal bin type retaining wall.

2) Information shown on the bidding plans for the bin wall was taken from field cross-sections by Carl Barner (Road Desgin).

3) The plans were sent to the Bridge Design Section for review. Bridge Section recommended that a "Doublewal Design" option be added to the project. This option was subsequently added to the specifications. Bridge Design did not make a field inspection of the site or do any foundation testing.

4) July 7, 1983 - Bill Brown (Doublewal) was sent a letter by Jerry Backstrand, (Assistant Bridge Engineer) transmitting top of wall grades from Station 480+75 to 484+75 and cross-section, that covered approximately ten feet in front of the wall, showing the intersection of the bin wall and the existing ground at Stations 481+07.23, 481+99.38, 483+05.56, and 484+24.76. This information was taken from field cross-sections by Carl Barner. The cross-sections were later found to be up to five feet higher than a new set of cross-sections that were made on August 17 and 18, 1983.

5) At about this time Jerry Backstrand had a phone conversation with Doublewal and informed them that bearing pressures of six kips per ft^2 could be obtained in the field.

6) August 3, 1983 - Highway Commission accepted M. C. Lininger and Son Inc.'s bid.

7) August 5, 1983 - Letter to M. C. Lininger and Son Inc., stating that they had been awarded the contract on August 4, 1983.

8) August 12, 1983 - Letter from Bill Maude (Project Manager) transmitting Doublewal's erection drawings to the Bridge Design Section. The drawings were given to Paul Anderson (Structural Designer) for review. Mr. Anderson requested a set of cross-sections from the Project Manager.

9) August 17 & 18, 1983 - Project Manager's Crew took new cross-sections.

10) August 26, 1983 - Bridge Design received field notes for new cross-sections. When the ground line from these cross-sections were plotted on Doublewal's erection drawings, the wall footings were found to be too high.

11) Sept. 2, 1983 - Letter to Bruce Palaniuk (Morse Bros.) transmitting returned for correction erection drawings, showing corrected finish grade and existing ground elevations, and three sets of cross-sections and field notes.

12) Sept. 9, 1983 - Bridge Design Section received corrected Doublewal erection drawings.

14) Sept. 14, 1983 - Bridge Section transmitted approved Doublewal erection drawings to Bill Maude.

15) Sept. 22, 1983 - Letter from Bill Maude to Jim Gix (Region Engineer) transmitting Lininger and Son Inc's request for a contract price increase due to alleged errors on the bidding plans.

16) Sept. 29, 1983 - Memo to the file by Paul Anderson reviewing the contractor's cost request, questioning the need for shoring and cribbing, and recommending that test holes be drilled to determine the characteristics of the material that is to be excavated, as John Marks (Bridge Foundation Unit) thinks that it will stand at 1/2 to 1.

17) Oct. 12, 1983 - Intermediate inspection report by the Federal Highway Administration.

18) Nov. 9, 1983 - Memo to the file by J. X. Wilson (Region Construction Engineer) concerning a meeting with the contractor that was held to discuss his additional cost request. Region Geologist is to drill test holes to determine if excavation will stand without shoring.

19) Nov. 29 & 30, 1983 - Two 30-foot test holes (Holes 83-1 and 83-2) were drilled. Drill logs are in the Bridge Foundation Unit file.

20) Dec. 1, 1983 - Letter from Elliot Parker (Region Geologist) to J. X. Wilson, discussing material encountered by drilling test holes. Mr. Parker did not recommend using a 1/2 to 1 cut slope.

21) Dec. 7, 1983 - John Marks made stability calculations for the probability of a deep foundation failure. John's calculations gave a factor of safety of 1.2 for an excavation cut slope of 3/4 to 1, before the wall is placed and backfilled. He also calculated a factor of safety of 1.6 for the completed structure. These calculations were based on the results of the test holes that were drilled on

November 29th and 30th. These holes were not drilled deep enough to make these calculations completely reliable. John's calculations are on file with the Bridge Foundation Unit.

22) Jan. 25, 1984 - Letter from Walter J. Hart (Bridge Engineer) to J. X. Wilson giving Bridge Section's latest cost estimate for increase work and recommending that consideration be given to a 1 to 1 cut slope for excavation.

23) Jan. 30, 1984 - Letter from Bill Maude to Jim Gix transmitting a letter from M. C. Lininger and Son Inc. expressing concern on the delay of the contract.

24) Feb. 17, 1984 - Letter from Bill Maude to Jim Gix transmitting contractor's cost estimate for revised work.

25) July 30, 1984 - Bridge Section received revised Doublewal erection drawings.

26) July 31, 1984 - Bridge Section transmitted approved Doublewal erection drawings to Bill Maude.

27) Dec. 12, 1984 - Copies of Morse Bros. additional costs due to delays and design changes.

28) March 8, 1985 - Letter from James Bilderback (Region Geologist) to Jim Gix, reporting results of latest drill holes. Test Hole #1 was drilled at Station 482+79. With the exception of one zone at depth 36 to 38 feet, which had an N-value of 18, foundation material was good. Hole #2 was drilled at Station 484+27. It encountered one soft zone (N-value of 1) at a depth of 11 to 12 feet.

29) March 22, 1985 - Memo to the file by Jan Six (Bridge Foundation Unit) concerning a field inspection of the construction site. The memo gives general information about the site, lists maximum horizontal movement of 1.71 feet at the top of the wall and 0.64 horizontal movement of the footing with a 0.5 foot settlement between January 3, 1985 and March 14, 1985, gives information on Test Holes #1 and #2 and tells about test hole that will be drilled to try and determine the cause of the movements.

30) March 26, 1985 - Memo to the file by Paul Anderson concerning a field inspection of the construction site.

The memo describes core samples that appear to contain clay and were taken in the vicinity of the wall footing. It also mentions excessive moisture that was found at one location in the footing excavation and it questioned the permeability of the material that was used as backfill behind the wall.

31) March 30, 1985 - The wall failed.

32) April 10, 1985 - Memo to the file by Jan Six concerning a field inspection of the wall. The memo describes the failed section as being from Station 482+60 to 484+50 and was caused by overturning of the wall. It also described the backfill as a material that is not permeable.

PAA:smd

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE.
Salem, Oregon 97301

April 9, 1985

IN REPLY REFER TO

HFO-OR

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon Project IR-5-1(103)06
Upper Truck Escape Ramp
Retaining Wall Failure

The recent failure of the retaining wall on this project raises some questions regarding the design and construction procedures used. So that we can fully evaluate our position as to further approvals and participation, we need a detailed report on the design and construction of the retaining wall. This report should include:

1. Extent and adequacy of field survey (location data).
2. Soils and foundation information used in the design of the project (geotechnical investigation).
3. Field verification of the design assumptions such as bearing values.
4. Design information furnished to the retaining wall manufacturer.
5. Project documentation assuring compliance with contract requirements.

Your early report would be appreciated.

Sincerely yours,

Original Signed By
ROBERT B. HATHAWAY
Asst. Division Administrator
Dale E. Wilken
Division Administrator

cc:
FHWA Region (Mr Chassie, HST-010.2)
OSHD (Mr Schwartz, Asst SHE f/Oper)
OSHD (Mr Fredrickson, Const Engr)

Due 4-26-85 4-16-85

INITIAL
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
APR 15 '85
REFER TO
Fredrickson
FOR

Info	Invest	R/D	D/R	Sign	Act	File
	✓	✓				

STATE OF OREGON

INTEROFFICE MEMO

Highway Construction 378-6318

FILE: CON

TO: W. E. Schwartz
Asst. State Highway Engineer

DATE: April 18, 1985

FROM: Gerald Wimer
Construction Operations Engineer

SUBJECT: Oregon Project IR-5-1(103)06
Upper Truck Escape Ramp
Retaining Wall Failure

You requested this office to rough draft a reply to Dale E. Wilken by April 26 concerning the subject matter.

George Machan of the Geo-Tech Unit had already started an investigation and report. Construction Engineer Chuck Fredrickson and I made an on-site review April 16. Mr. Machan's preliminary report should be available for reveiw about April 29. We should meet and discuss the matter after that before finalizing the report.

Bill Quinn is out of State until May 1. I propose to meet with the involved personnel in this office Monday, May 6 at 1:00 p.m. We will provide you a rough draft shortly thereafter.

GW:mk

cc: *C. O. Fredrickson
*Walt Hart
*Bryant Jackmond
*George Machan
*Bill Quinn - (Bring appropriate project personnel)
*Wally Bryant

* Please advise by return phone message if you can't oblige this schedule.

04185M

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
APR 22 '85
REFER TO
FOR
Info | Issue | R/D | D/R | Sign | Act | File

81-125-1307

Contains Recycled Materials

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 5, 1985

In Reply Refer to
File No.

M. C. Lininger & Sons, Inc.
P. O. Box 1145
Medford, OR 97501

Re: Time Extension Request — CON 5
Upper Truck Escape Ramp
Contract No. 9691
FAP No. IR-5-1(103)06

Your request for additional contract time in which to complete the above project has been carefully reviewed. The requested adjustment of contract time is granted due to the additional time required to complete work under Price Agreement No. 5 and due to seasonal paving restrictions.

The adjusted contract time of completion for this project is July 15, 1985.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer
for Operations

bc: C. O. Fredrickson
Jim Gix w/att.
Bill Maude w/att.
FHWA w/att.
Bruce Walton

Form 734-3122

STATE OF OREGON

Highway Division - Region 3

INTEROFFICE MEMO

440-3399

TO: C. O. Fredrickson
Construction Engineer

DATE: January 29, 1985

FROM: W. J. Quinn
Region Construction Engineer

SUBJECT: Time Extension Request
Upper Truck Escape Ramp
Contract No. 9691
Jackson County

2-1-85

W. E. Schwartz -

A prior time extension was granted due to additional work required as a result of a redesign of the walls on this project (P.A.5). The amount of time granted was based upon a forecast of the time required to accomplish the added work. The completion date established was 11-30-84. We, and the contractor, expected that the wall work could be completed in August, 1984 and that the paving work could then be completed in a reasonable season of the year. This did not happen. The wall work was not completed until mid-September and the paving work completion will not be allowed until the 1985 paving season. The Project Manager and Region feel that the contractor prosecuted the wall work diligently. I therefore recommend that the contract time of completion for this project be extended to the requested July 15, 1985 in order to assure good weather for paving.

O. B. Jackson

This project has been delayed several times due to changes in design and other unforeseen events. According to Bill Maude, Project Manager, we have added additional work to the project, which extended the work into unsuitable weather conditions. The contractor has worked diligently to complete the work. Bill Maude recommends the time extension be granted and I agree.

wjq/ba

cc: W. Maude

CE ... CAE ... RECEIVED LS ... TC ...
COE ... OM ...
OE ... SA ... CC ...
CA ... JAN 30 1985 FE ... CP ...
CAM ... CONSTRUCTION POC ...
EEO ... SECTION OCS ...
FILE ...

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 17, 1984

In Reply Refer to
File No.:

CON 5

M. C. Lininger & Sons, Inc.
P. O. Box 1145
Medford, OR 97501

Time Extension Request
Upper Truck Escape Ramp
Contract No. 9691
FAP No. IR-5-1(103)06

Your request for additional contract time in which to complete the above project has been carefully reviewed. You have requested that the specified completion dates for both phase "a" and phase "b" of the contract be revised to November 30, 1984 due to the major changes encountered and set forth in Price Agreement No. 5. We find your request to be valid and therefore the adjusted specified date of completion of both phases of this project is November 30, 1984.

I wish to advise you that we have found, through painful experience, that late season asphaltic concrete paving at high elevations does not produce a satisfactory product. It therefore may become necessary for us to suspend the paving work until more favorable weather conditions are expected.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer
for Operations

bc: C. O. Fredrickson
Jim Gix w/att.
Bill Maude w/att.
FHWA w/att.
Bruce Walton

TE/96

Form 734-3122

CON 5

STATE OF OREGON

INTEROFFICE MEMO

Highway Division - Region 3 440-3399

TO: C.O. Fredrickson
Construction Engineer ATTN: O.B. Jackmond

DATE: August 29, 1984

FROM: W.J. Quinn
Region Construction Engineer

SUBJECT: Time Extension Request
Contract 9691
Upper Truck Escape Ramp

After reviewing Bill Maude's memo on the time extension request for the Upper Truck Escape Ramp project, I concur with his recommendation that an extension of 100 days be granted. Design and field errors by the State caused the delays.

I don't feel that we should allow paving in the Siskiyous after September 30, however. We may have to issue a stop work order if the paving is not completed by this date.

9-14-84

W. E. Schwartz —

I concur with Region and Project Manager and recommend that the specified time of contract completion for both phase "a" and phase "b" of this contract be revised to November 30, 1984, due to changes made under P.A. No. 5—

O.B. Jackmond

wjq/cp
attach.

CE CAE RECEIVED LS TC
COE OH SEP 4 1984 BA CC
CA FE
CAM MA
CP CONSTRUCTION OCS
EEO SECTION FILE

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
CON 5

DATE: September 6, 1984

TO: Oregon Transportation Commission

ORIGINAL SIGNED BY WENDELL E. SCHWARTZ

FROM: H. S. Coulter, P.E., P.L.S.
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Upper Truck Escape Ramp (Siskiyou) Section
Pacific Highway, Jackson County
Contract No.9691

This federal-aid grading, paving and wall construction project is approximately 55 percent finished with completion expected in October, 1985, and it now appears that the final cost will exceed the project authorization by $155,300.00 or 20.1 percent.

Extensive revision of the retaining wall has been required due to errors in the original plans. Revised elevation of foundations resulted in changes adding $92,000 to the cost of the wall and more than $66,000 to related construction items including traffic handling, excavation, backfill and paving materials.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $155,300.00 to a new total of $928,625.44. This matter will be on the consent calendar for the September 18 meeting.

bc: Fred Miller
R. W. Gormsen
C. O. Fredrickson
V. E. Skoog
J. J. Gix
George Bell

Form 734-3122

STATE OF OREGON

INTEROFFICE MEMO

Highway Construction 378-6318 FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: September 6, 1984

FROM: O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Upper Truck Escape Ramp (Siskiyou) Section
Pacific Highway, Jackson County
Contract No.9691

This federal-aid grading, paving and wall construction project is approximately 55 percent finished with completion expected in October, 1985, and it now appears that the final cost will exceed the project authorization by $155,300.00 or 20.1 percent.

Extensive revision of the retaining wall has been required due to errors in the original plans. Revised elevation of foundations resulted in changes adding $92,000 to the cost of the wall and more than $66,000 to related construction items including traffic handling, excavation, backfill and paving materials.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $155,300.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: J. J. Gix
W. Maude
B. M. Walton
W. F. Cobine

RECEIVED
STAT HWY ENGR
SEP 6 '84
NOTED
W. E. SCHWARTZ

REFER TO

FOR

Info	Invest	R/D	D/R	Sign	Act	File

81-125-1387

Contains Recycled Materials

August 23, 1983

M. C. Lininger & Sons, Inc.
P. O. Box 1145
Medford, OR 97501

CON 5
#9691

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 9691 for work on the Upper Truck Escape Ramp (Siskiyou) Section of the Pacific Highway in Jackson County

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc
Encl.

cc: United Pacific Insurance Company
825 N.E. Multnomah, Suite 300
Portland, OR 97232

United Pacific Insurance Co.
Bond Department
33405 - 8th Avenue So. C-3000
Federal Way, WA 98003

bc: C. T. Keasey
Walt Hart
Robert Church
Jan Peterson
James Gix
William Maude

Hansen & Rowland

Insurance Brokers and Consultants

August 10, 1983

Oregon Transportation Commission
Department of Transportation
Highway Division
121 Transportation Building
Salem, OR 97310

RE: M. C. Lininger & Sons, Inc.
Contract 9691, Jackson County
Pacific Highway
Upper Truck Escape Ramp (Siskiyou) Section

Gentlemen:

At the request of our contractor, we are enclosing the contract documents in duplicate covering the above project. The bonds have been executed on behalf of both the contractor and United Pacific Insurance Company, Bond No. U44 26 97.

The required Certificatesof Insurance along with the Additional Insured Endorsement and Cancellation Clause Endorsement are also enclosed.

We trust you will find the enclosed in order, however should there be any question, please let us know.

Sincerely,

Tomi Lou Smith

Tomi Lou Smith

CC: Rodney Miller
M. C. Lininger & Sons, Inc.
P. O. Box 1145
Medford, OR 97501

RECEIVED
AUG 12 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

LININGER

August 2, 1983

Mr. Robert Gormsen
Ore. State Hwy. Dept.
Commission Services
121 Trans. Bldg.
Salem, OR 97130

Re: Upper Truck Escape Ramp (Siskiyou) on Pacific Hwy. in Jackson Co. #9691

Dear Mr. Gormsen:

In compliance with your verbal request of July 29, 1983, we propose to subcontract the following to a minority:

J & J Fencing Inc.

		Quantity	@	Total
Item 5	Flagman (partial)	190 hr.	$15.00	$2,850.00
32	Guard Rail TY 2A	25 l.f.	31.25	781.25
33	Guard Rail TY 3	38 l.f.	66.25	2,517.50
34	Barrier Conn.	2 ea.	137.50	275.00
				6,423.75

Amount of subcontract -
Amount of bid item -

Yours very truly,

M.C. LININGER & SONS INC.

Rodney B. Miller

Rodney B. Miller

RBM/br

RECEIVED
AUG - 3 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Kay Turner

LININGER

July 29, 1983

Mr. Robert Gormsen
Ore. State Hwy. Dept.
Commission Services
121 Trans. Bldg.
Salem, OR 97130

Re: Upper Truck Escape Ramp (Siskiyou) on Pacific Hwy. in Jackson Co. #9691

Dear Mr. Gormsen:

In compliance with your verbal request of July 29, 1983, we propose to subcontract the following to Schoolhouse R. Electric of 246 4th Street, Ashland, Oregon 97520: Item 37 - Electrical Conduct & Junction Boxes.

Amount of subcontract - $4,773.00.
Amount of bid item - 7,000.00.

Yours very truly,

M.C. LININGER & SONS INC.

Rodney B. Miller

Rodney B. Miller

RBM/br

/

RECEIVED
AUG - 2 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Kay Turner

9671

5

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

7-1-83

LETTER OF APPROVAL AND/OR AUTHORIZATION

3. FROM: Dale E. Wilken, Division Administrator FHWA - Oregon Division	4. PROGRAM NO.	1. FEDERAL-AID PROJECT NO.: IR-5-1(103)06
	5. ITEM NO.: 20146	2. STATE PROJECT NO.: See below
		2A. COUNTY NAME: Jackson

6. TO

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
7/6/83	Interstate 5	Primary 1

10. GENERAL LOCATION:

Upper Truck Escape Ramp (Siskiyou Section)

11. GENERAL DESCRIPTION OF WORK

Truck Escape Truck Ramp

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Mr. Potter's 7/5/83 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $708,443. Regular Federal-aid matching ratio, appropriation code 044 in amount of $653,326 and increased Federal share (P.O. 97-424 Section 145) appropriation code 04R in amount of $141,689.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
JUL 15 '83
REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Original to 7/15

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
7/6/83	G. K. Sorensen	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

1611

5

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
DES

June 29, 1983

Jan Vidmar
Doublewal
Seven West Main Street
Plainville, CT 06062

NOTED
E. S. HUNTER

Upper Truck Escape Ramp
Pacific Highway
Jackson County

Enclosed are two sets of the preliminary plans for this project. A Bin-Type Retaining Wall is detailed on Sheets 2 and 2A. A Doublewal has been called out on Sheet 2 as an acceptable alternate to the Bin Type.

There is not enough time to include plans for the Doublewal in the bidding plans. The Special Provisions will specify that the wall must be designed by an Engineer registered to practice in the State of Oregon. This project is currently scheduled to be let on July 28, 1983.

This is being sent to you for your information and hopefully will enable Doublewal to quote a price for this project.

Walter J. Hart, P.E.
Bridge Engineer

ORIGINAL SIGNED
JERALD E. BACKSTRAND
Jerald E. Backstrand, P.E.
Assistant Bridge Engineer

JMT:jrb

Enclosure

bc: E. S. Hunter
J. H. Versteeg
Jim Gix

RECEIVED
TECHNICAL SERVICES
JUN 30 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Hdqtr | Dept | File

Form 734-3122

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

Date: June 29, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 20146
Project No. IR-5-1(103)06
Upper Truck Escape Ramp (Siskiyou) Sec.
Jackson County

Attached support data consists of PR-1 form and sketch map for subject project.

It is the Oregon State Highway Division's present intention to receive bids for this project on July 28, 1983 and request Federal-Aid participation of 100 percent for reimbursement claims paid on or before September 30, 1984 in accordance with Pub. L. 97-424, Section 145.

JLG:bks
Attachments

cc: J.J. Gix (Region 3)
General Files

Form 734-3122

I-5N

ROAD DESIGN SECTION

DES 16

Walt Hart
Bridge Engineer

February 22, 1983

Don Stoudenmeyer
Preliminary Design Supervisor

Proposed Upper Truck Escape Ramp
S. Ashland-Calif. State Line
Pacific Highway (I-5)
Jackson County

1 Versteeg ✓
2 Anderson ✓
Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
FEB 22 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring by
Action

Enclosure - In Rel. Des.

Enclosure 1 - Plan and Cross Sections

Enclosure 2 - Cross Sections

Enclosure 3 - Cross Sections

Enclosure 4 - Cross Sections

Enclosure 5 - Cross Sections

Enclosure 6 - Cross Sections

Enclosure 7 - Cross Sections

Enclosure 8 - Cross Sections

Enclosure 9 - Cross Sections

Enclosure

9641

I-5 N

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES 16

TO: E.S. Hunter
Assistant State Highway Engineer

DATE: December 28, 1982

FROM: J.H. Versteeg
Road Design Engineer

SUBJECT: Truck Escape Ramp
Siskiyou
South Ashland-California State Line
~~Pacific Highway (I-5)~~

Bud George's report stated, "that based on accident data and road conditions, there is a need for an upper truck escape ramp on Interstate 5 northbound from the Siskiyou summit."

We have located a site 2 miles below the summit of the Siskiyou on Interstate 5 where an escape ramp with a 600 ft. long arrestor bed can be constructed. The estimated cost is between $500,000 and $600,000. While the 600 ft. length of arrestor bed is minimum length, it is considered adequate for this location where truck speeds should not be excessive.

Based on our experience with existing ramps, we recommend proceeding with the design and construction of a truck ramp 2 miles below the Siskiyou summit for northbound traffic as proposed by our Traffic and Design sections.

Your concurrence is requested.

JHV:kg

1 ✓
2 MK

RECEIVED
DEC 29 1982
ROAD DESIGN SECTION

12-29-82
Round w/ design
ESH.

RECEIVED
TECHNICAL SERVICES
DEC 28 '82
REFER TO
FOR
Info | Issues | R/D | D/R | Sign | Agt | File

Contains Recycled Materials
81-125-1387

SP*75683-125

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES 16

TO: J.H. Versteeg
Road Design Engineer

DATE: December 22, 1982

FROM: A.D. Olson
Preliminary Design Engineer

SUBJECT: Upper Truck Escape Ramp
South Ashland-California State Line
Pacific Highway (I-5)
Jackson County

In 1978 Resident Engineer, Bill Maude, examined several sites for a truck escape ramp for northbound truck traffic that would be closer to the summit than the existing escape ramp (5.5 miles north of the summit). His report indicates that the only possible site was found to be about two (2) miles below the summit, 0.5 miles above the railroad underpass.

Field data was obtained and a design laid out giving a 500' arrestor bed and a return lane to the freeway at the end for traffic that might not be able to stop in that distance. The field estimate was $310,000 in 1978. The current Interstate Needs Study carries it at $530,000.

A review was made of the reports of vehicles entering the existing escape ramp. Since it first opened in February 1978, there have been over 415 reported incidents, many indicated as cars, driver error, vandalism, etc. Of these, it appears that 30 out of 415 went 500' or more into the ramp. There does not appear to be any increase in number or distance traveled as time passes--about 7 each year have gone 500' or more, running from 500' to 1050'. Copies of two (2) graphs are attached showing the scatter of occurrences and distances traveled. No data has been received since August 30, 1982, when the gravel in the bed was rescreened to remove dirt and fines.

The proposed upper ramp, two (2) miles below the summit, is projected to catch runaway vehicles before they build up speed. If that is true, then the 600' of bed should be adequate. If it is not long enough, a "sand pile" could be considered at the end as a last resort.

Enclosed in the field location data for the upper ramp.

enclosure

ADO:kg

Contains Recycled Materials
81-125-1367

Siskiyou Truck escape Ramp

Distances Traveled

2/11/78 - 3/31/80 350± - reported most everything cars, etc

250' or more on most reports

4/1/80 - 65 ±

65 ±

Rock rescreened 8/30/82 No reports since. 0DD. 12/7/82

30/415 total

Siskiyou truck escape Ramp

"over 500'"

1982

1981

1980

1979

1978

500 6 7 8 9 1000 11

distance Traveled

occurances

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO
TRA

TO: E. S. Hunter
Assistant State Highway Engineer
Technical Services Branch

DATE: September 13, 1982

FROM: L. E. George
Traffic Engineer

SUBJECT: Illumination of Truck Escape Ramp
Pacific Highway - I-5

We have reviewed the location prospectus to construct the Upper Truck Escape Ramp with illumination and installing illumination at the existing truck escape ramp.

There most certainly would be a need for illumination to provide the operator of a runaway vehicle the necessary information they need to safely enter and negotiate the ramp under emergency and panic conditions. The illumination should be provided continuously through the hours of darkness to give the operator as much visual information as possible and as far in advance as possible.

We recommend that the lighting not be controlled by loop detectors, because the last minute actuation of the lights not only deprives the operator of the ability to review the information in advance, but creates an element of surprise.

I have talked with Jack Sollis in the past regarding lighting of truck escape ramps and we were of the opinion that if we install lighting at this location we should consider installing lighting at all truck escape ramps statewide.

L. E. GEORGE - TRAFFIC ENGINEER

VLT:np

RECEIVED
SEP 21 1982
TRAFFIC ENGINEERING

9-20-82
Bud - I agree with your discussion on the lighting however I'm not sure we need an upper escape ramp. Pls investigate the need and give me a report with your recommendation.

L. E. GEORGE
OREGON

RECEIVED
TECHNICAL SERVICES
SEP 14 '82
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

NOTED
DUANE HOESTETTER

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic

DES 9-1-2

TO: E. S. Hunter
Assistant State Highway Engineer
Technical Services Branch

DATE: October ~~18~~ 21, 1982

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Upper Truck Escape Ramp
South Ashland-California State Line
Pacific Highway
Interstate 5

Conclusion: It is the conclusion of this report that, based on accident data and roadway conditions, there is a need for an upper truck escape ramp on Interstate 5 northbound from the Siskiyou summit.

Investigation:

1. The investigated section is Pacific Highway No. 1 (Interstate 5) northbound from the Siskiyou summit (M.P. 4.30) to M.P. 11.00. (See attached map.) The northbound roadway consists of two lanes descending from the summit at a six percent grade for approximately six miles. The horizontal alignment contains several curves, some at seven and eight degrees. The right side of the roadway drops off steeply down a canyon most of its length. At the summit is a brake check area. At M.P. 9.85 is the existing lower truck escape ramp (arrester type, length = 1,200 feet) paralleling the freeway at a grade of minus 5.5 percent. At M.P. 10.1 is the Siskiyou Safety Rest Area. Beyond M.P. 11.00, the grade flattens out and the roadway becomes a long tangent.

2. The usage of the lower truck escape ramp has been fairly heavy. In its first year of operation, maintenance records showed approximately 151 uses. Of these, about 45 (or roughly one-third) were clearly due to emergencies. The remainder involved either vandalism or driver error. (A problem exists with drivers confusing the escape ramp for the rest area exit.) Since its opening on February 13, 1978, 55 trucks have traversed more than 250 feet through its pea gravel. The longest distance traveled was 1,050 feet with the large majority of trucks stopping within 600 feet.

3. Accident data was tabulated for the northbound section for trucks and buses. The types of accidents counted were those involving excessive speeds and/or brake failure, i.e., those accidents that could possibly have been prevented by an escape ramp. A tabulation was made of accidents before and after the opening of the facility from the summit to M.P. 11.00. For a before period of four years, there were 16 runaway accidents (22 injuries, six fatalities). During the four-year after period, there were nine runaway accidents (six injuries, one fatality). The following table further classifies these accidents.

RECEIVED
TECHNICAL SERVICES
OCT 22 '82
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File
81-125-1307

16-28-82 Cys — Bud - Hal

I agree with this report. Final judgement on proceeding with a contract must wait for estimates and an effectiveness study ie can we build one that will work? ES.

Contains Recycled Materials

	BEFORE (February 13, 1974-February 13, 1978)			AFTER (February 14, 1978-February 14, 1982)		
Section 1/	Total	Injuries	Fatalities	Total	Injuries	Fatalities
A	10	6	2	8	5	1
B	6	16	4	1	1	0

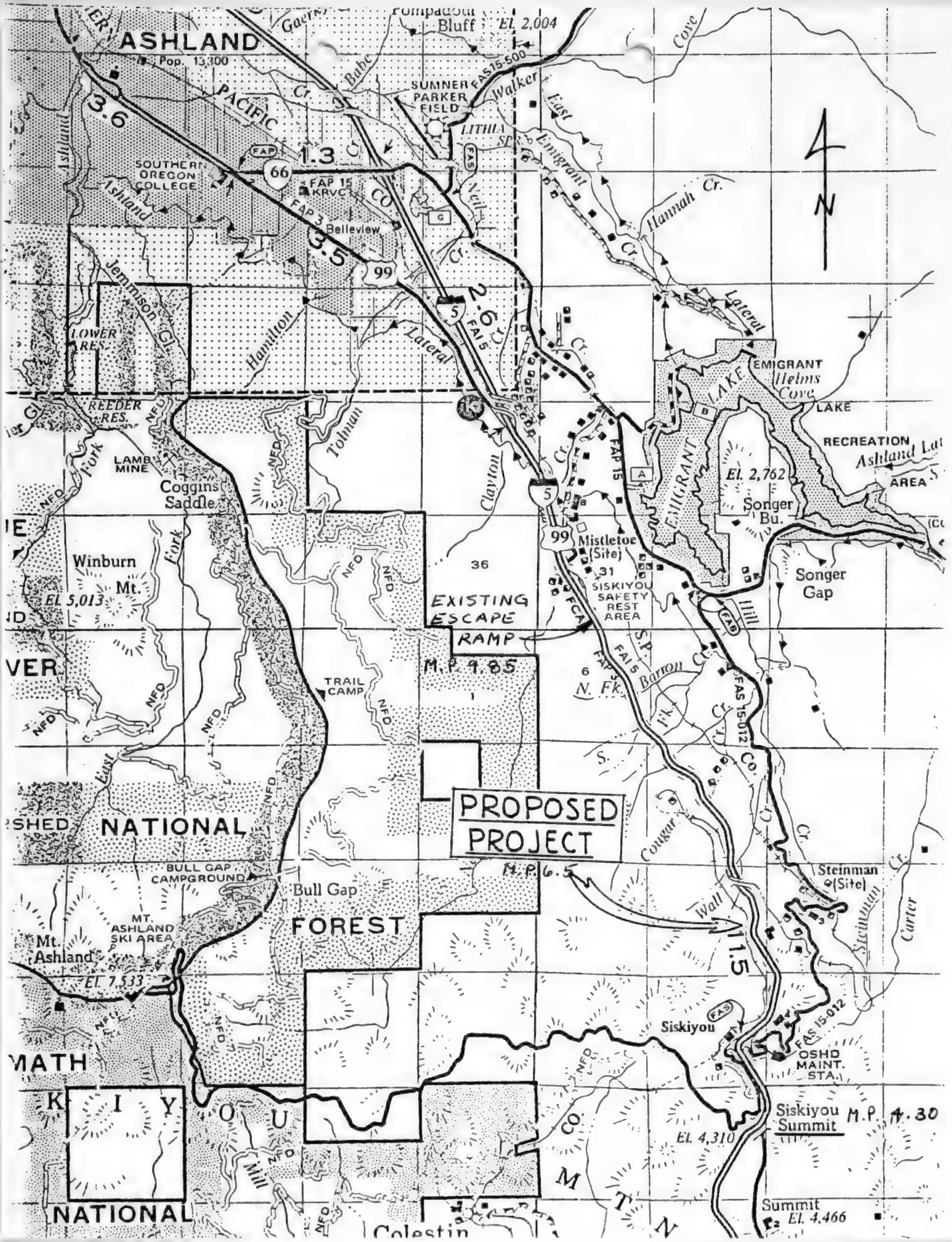
1/ Section A: M.P. 4.30 to M.P. 9.85
Section B: M.P. 9.85 to M.P. 11.00

This table indicates that the lower truck escape ramp has been successful at reducing accidents on the section below it but much less so on the upper section. Since it was opened, eight runaway trucks have crashed before reaching the lower truck escape ramp. The sharp curves and steep grade appear to be very difficult for a runaway truck to negotiate for a distance of up to five and one-half miles. An upper ramp could catch these runaways before they build too much speed and lose control.

4. The Location Prospectus, dated August 25, 1982, proposes a 650-foot truck escape ramp located between M.P. 6.5 and M.P. 7.0. This position may be somewhat too near the summit but the terrain and alignment restrict it to this location.

L. E. George
Traffic Engineer

DN:ds
Attachment


ASHLAND
Pop. 13,300
Pompadour Bluff
El. 2,004
Babe Cr.
SUMNER PARKER FIELD
FAS 15-500
Walker
East
Emigrant
Hannah Cr.
Core
LITHIA SPRS
PACIFIC
3.6
1.3
3.5
2.6
FAP 66
FAP 15 KRVC
FAP 3
FAS Veil
SOUTHERN OREGON COLLEGE
Ashland
Belleview
99
5
FAI 5
Jenmison Cl.
Hamilton
Lateral
LOWER RES.
REEDER RES.
NFD
Tolman
Clayton
Cr.
EMIGRANT LAKE
Helms Core
LAKE
RECREATION AREA
Ashland Lat
LAMB MINE
Coggins Saddle
Fork
El. 2,762
Songer Bu.
Songer Gap
Mistletoe (Site)
31
SISKIYOU SAFETY REST AREA
FCA
Hill
FAP 15
Winburn Mt.
El. 5,013
36
EXISTING ESCAPE RAMP
M.P. 9.85
TRAIL CAMP
N. Fk.
Barron
FAS 15-012
Co.
PROPOSED PROJECT
M.P. 6.5
NATIONAL FOREST
BULL GAP CAMPGROUND
Bull Gap
MT. ASHLAND SKI AREA
Mt. Ashland
El. 7,533
Wall
11.5
Steinman (Site)
Steinman Cr.
Carter
Siskiyou
OSHD MAINT. STA.
Siskiyou Summit
M.P. 4.30
El. 4,310
Summit
El. 4,466
Colestin
KLAMATH
MOUNTAINS
NATIONAL

1983 Merlin-Galice Rd. at Monu- 9692
ment Dr. Sec., NW of Grants Pass.
(Traffic Signal Installation)

r11

cc: OSHD (Coulter)

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Josephine	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
3/18/85	W. N. Bryant, Area Engineer	HES-A333(1)

COMPLETION DATE (Actual)	ACCEPTANCE DATE BY CONRTACT AGENCY	TIME ELAPSED	CONTRACT TIME
2/29/84	12/10/84	99 %	200 CD

LOCATION

County Road approximately 3 miles NW of Grants Pass

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

MERLIN - GALICE ROAD @ MONUMENT DRIVE
MERLIN - GALICE (COUNTY) ROAD
Traffic Signal

Work completed under this project consisted of the construction of aggregate base, asphalt concrete pavement, installation of culvert pipe and concrete inlets, and the installation of a traffic signal at a hazardous intersection.

A contract in the amount of $57,242.50 was awarded Linnco Electric Co., Albany, Oregon on 8/3/83. Work began on 1/9/84 and was completed in reasonably close conformance with the approved plans and specification, including approved changes on 2/29/84, at a final cost of $75,845.83 which includes $58,603.40 for original bid item work, $404 for work completed under approved price agreements, $1,364.52 for approved force account work, $2,905.35 for State force work and $12,568.56 for construction engineering.

All overruns and underruns have been fully explained by the State. A copy of the explanations is attached to the Division Office copy of this report.

RECEIVED
STATE HWY ENGR
MAR 22 '85
REFER TO
Fredrickson
FOR
Info | Invest | R/D | D/R | Sign | Act | File

cy 3/26

NOTED
W. E. SCHWARTZ

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: W. N. Bryant, Area Engineer		SIGNATURE: Original signed by C. I. CHRISTIANSON	
W. N. Bryant		G. K. Hossner	
TITLE: Area Engineer	DATE: 3/22/85	TITLE: Field Operations Engineer	DATE: 3/27/85

FORM FHWA 1446B (Rev. 2-84) PREVIOUS EDITIONS MAY BE USED.

December 17, 1984

Corroon & Black of Oregon
PO Box 8699
Portland, OR 97207

CON 5
#9692

Gentlemen or Ladies:

On December 12, 1984, we wrote to you concerning release of final payment on Contract No. 9692 awarded to Linnco Electric Co. for traffic signal installation on Merlin-Galice Road at Monument Drive in Josephine County.

Final payment on this contract is $1,404.00. The total contract amount is $60,371.92 including $1,364.52 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
cc: Linnco Electric Co.
PO Box 925
Albany, OR 97321

Employers Insurance of Wausau
2000 Westwood Drive
Wausau, WI 54401

bc: C. O. Fredrickson
Walt Hart
James J. Gix

~~Josephine Co. R~~

9692

MERLIN-GALICE ROAD @ MONUMENT DRIVE
CONTRACT 9692 F.A.P.NO.HES-A333(1)
JOSEPHINE COUNTY COUNTY ROADS

The contract was awarded August 3,1983 to Linnco Electric Company of Albany, Oregon with the 200 calendar day count beginning on August 16,1983.

The contractor had one subcontract with C-2 Utility Contractors,Inc. They contracted the pole bases, trenching and miscellaneous street work.

The preconstruction conference was held on December 28,1983 and work began on the project January 9,1984. All materials arrived in a timely manner and the work progressed smoothly to completion. The signals were activated on February 22,1984 and the project was completed on February 29,1984. The major problems encountered on the project were:

1. The flagging hours as set up in the contract were inadequate. Thirty hours were allowed and 161 hours were required to complete the project.

2. The sign bracket detail shown on drawing no.2992 does not fit the older sign mounting frames without modifications.

Versteeg
Anderson
Adams
Edwards
Trout
Wakerlig
RECEIVED
ROAD DESIGN SECTION

3. The surveyor who performed the work under the bid item for Construction Survey Work put very little thought into the project and was not very accurate in his work. He and one employee did all the work within one day, but the drainage was incorrectly staked. The state inspector had to restake both the pipe and the inlet so that they would function correctly.

4. The asphaltic concrete which the contractor procured to pave the conduit cuts in the pavement and the road approach did not meet the specifications and had to be replaced.

STATE OF OREGON

INTEROFFICE MEMO

TO: G.Wimer
Construction Operations Engineer

DATE: July 25,1984

FROM: Wm.Maude
Project Manager

SUBJECT: Contract Surveying
Merlin-Galice Road @ Monument Drive
Contract 9692

ROSEBURG REGION
RECEIVED
JUL 30 1984

RE	[illegible]	[illegible]	RUS	[illegible]
HDS	[illegible]	[illegible]	TI	RSR
RLE	GEO	[illegible]	[illegible]	AA

As requested, this is a short narrative on the contracted surveying on the subject contract.

The contract surveyor was required to stake six pole locations, an inlet with the outlet pipe to an existing ditch, a driveway and pavement removal in one quadrant. I met the surveyor on site and answered his questions. In addition, my office engineer had several calls or letters on the necessary paperwork requirements.

My costs for the work were high and include the following:
A meeting in Salem prior to bidding, requiring about one and one half ~~hours~~ days of my time plus expenses and vehicle. A pre-bid meeting in Roseburg which was attended by the office engineer which required six hours an HE I plus vehicle. About one hour additional of my time and an HE I plus equipment at the preconstruction conference. There was about two hours of office engineering time on letters, calls, etc directly involved in the survey portion of the contract. After the contract surveying work was done, my inspector said that there was a problem with the driveway and the drainage. The driveway problem was minor and was restaked at the time of grading by the inspector. The pipe was staked to outfall three and a half feet below the ditch elevation. An HE I spent about three hours on the restaking of these items.

My usual procedure on a simple signal installation is to send the inspector and one aide out to locate the poles, etc. With the drainage and pavement removal this would be about four hours work, including travel time. We do not locate the poles to 0.1/ft as the Region Traffic Supervisor reviews the locations and locates the exact pole locations, cross walks and the loop locations. The driveway would have been staked at the beginning of the grading and would have been an incidental cost.

In summary, we asked the contractor to do only what this office would have done, such as lay out the pole locations, drainage, etc. With the work that had to be corrected, the contractor saved this office about one hour of work for one HE I and one aide in laying out the pole locations and the pavement removal. We had about two hours of HE I time in direct paper work costs and about two and a half hours of my time on meeting and directing the surveyor plus the additional time of pre-bidding meetings and the preconstruction conference time.

Ideally, contract surveying should be on projects with a fair amount of survey work and in an area where travel time is high. Also, it would be more helpful to the project manager on those projects on which timing is critical, such as bridge work, maintainence buildings at remote locations, small grading projects,etc.

wm/sh

xc:Jim Gix

STATEMENT OF OVERRUNS AND UNDERRUNS

PROJECT: Merlin-Galice Rd@Monument Dr — CONTRACT: 9692

HIGHWAY: County Road — PREFIX: 517-1018

COUNTY: Josephine — F.A.NO: HES-A333(1)

ITEM NO.	ITEM	UNIT	ORIGINAL	SEMI-FINAL	% +OR-
	BID ITEMS	$	57,242.50	58,411.40	+2
	E.W.O.'S	$		1,100.00	
	ANTICIPATED ITEMS	$	4,625.00	2,881.00	-38
	CONTINGINCIES	$	2,784.04		
	ENGINEERING	$	6,186.75	11,432.00	+85
	TOTAL	$	70,838.29	73,824.40	+4

****

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

INDIVIDUAL OVERRUNS AND UNDERRUNS

4.	Flagmen	Hour	30	151	+403

There were simply not enough hours allocated to this project. Even though the project was located in a rural setting, traffic was heavy and flagmen were required to be used almost constantly.

E.W.O.1.	Grade & Pave Taper	$	0	1,100	+100

County forces had to make some drainage adjustments not directly related to the project and by an agreement with county and region personnel the state agreed to pay for grading and paving a portion of the road where the county forces had done their work.

	ENGINEERING	$	6,186.75	11,432.00	+85

The project was located forty miles from this office. This required a significant amount of overtime to be worked.

FORM 816734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Merlin-Galice Road @ Monument Drive		WEEK ENDING: May 26,1984
		SECTION PREFIX: 517-1018
HIGHWAY: County Road		COUNTY: Josephine
NAME OF JOB: Merlin-Galice Rd@Monument Dr	KIND OF WORK: Traffic Signal Installation	
CONTRACTOR: Linnco Electric Company	CONTRACT NUMBER: 9692	FEDERAL AID PROJECT NUMBER: HES-A333(1)
DATE OF CONTRACT: August 3,1983	DATE WORK STARTED: January 9,1984	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 200	CALENDAR DAYS USED 198
PROJECT AUTHORIZATION: $ 70,838.29	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 99
EXCLUSIVE OF ENGINEERING: $ 64,651.54	ENGINEERING AUTHORIZATION $ 6,186.75	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 61,877.50	ENGINEERING COST TO DATE $ 11,431.97	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN -4 %	PERCENT OF AUTHORIZATION 185 %	DATE PROJECT WAS COMPLETED: February 29,1984

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	NA			
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
MAY 29 1984
CONSTRUCTION SECTION

CE ... CAE ... LS ... TC ...
COE ... CM ... SA ... CC ...
CA ... FE ...
CAM ... MA ...
CP ... QCS ...
LEO ... FILE ...

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

There has been no activity on the project since the last report. The contractor still has some on site work to perform and paperwork to complete before the project can be finalled out.

SIGNED for Maude LOCATION Medford

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

October 25, 1983

DES 17
ORG 9
CON

Linnco Electric Co.
P. O. Box 925
Albany, OR 97321

Construction Survey Work Study
Merlin/Galice Highway at Monument Drive (FAS A333)
Contract No. 9692

By now you are probably aware the Highway Division is conducting a study to determine the advantages and disadvantages of including survey work as part of select construction contracts. One goal of this study is to provide a balanced and objective evaluation of such work presently under contract.

To help ensure that this goal is achieved, we need your help.

Please respond to the enclosed questions and share with us your thoughts and feelings concerning this experimental program. Your responses will be reviewed and incorporated into our final report, anonymously. A self-addressed, stamped envelope is provided for your convenience and to facilitate an early return of the questionnaire.

Thank you for your help. If, during this study, you have any questions or comments, please call me at 378-6318, or Steve Macnab at 378-6385.

D. O. Christensen, P.E.
Construction Operations Engineer

Enclosure

DOC:SHM:kkr

Verstoeg
Anderson
Adams
Macnab
Stoudenmayer
Terpin
Trout
Wakerlig

RECEIVED
OCT 24 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ____/____/____
Action

RESPONDENT: Contractor_____ Surveyor_____ State P. M._____

CONSTRUCTION SURVEY WORK STUDY

Pre-Advertisement Period

Prior to our advertising your project, were you aware of the proposed legislation to contract out State employee functions to the private sector?

If so, what were your feelings/opinions about this type of contracting?

Pre-Bid Period

What were your thoughts, perceptions, and feelings concerning the scope of the proposed work?

Did you attend the pre-bid conference?

CONSTRUCTION SURVEY WORK STUDY (Continued)

Pre-Construction Conference

After the pre-construction conference, were your perceptions of what was expected of you during construction the same as after the pre-bid period?

Construction Period

How do you feel about doing this survey work?

CONSTRUCTION SURVEY WORK STUDY (Continued)

Construction Schedule

Are you experiencing difficulties coordinating survey work with construction work?

How do you feel your project is progressing? Do you anticipate any problems at this point?

At this point, are you in favor of contracting survey work?

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION: Merlin/Galice Road @ Monument Drive

REGION: 3

SURVEY AUTHORITY

AUTHORIZATION NO.: [illegible]

PREFIX: 51 - 33-

DATE: 10-13-83

ITEM		ESTIMATED COST	CURRENT AUTHORIZATION	ITEM		ESTIMATED COST	CURRENT AUTHORIZATION	ITEM		ESTIMATED COST	CURRENT AUTHORIZATION
901	PROJECT MANAGER	$	$ 6,000	915	AUDITS	$	$	933	SURFACE DESIGN	$	$ 500
902	CITIZEN'S INVOLVEMENT			916	PHOTO-GRAMMETRY			934	GEOLOGY		
903	LOCAL GOVERNMENT		500	918	LOCATION			935	SOILS		
904	CONSULTANT			919	ENGINEERING GRAPHICS			936	REGION TRAFFIC		500
905	FINAL DESIGN		2,500	920	PROGRAM MANAGEMENT		200	937	HYDRAULICS		
906	BRIDGE DESIGN			921	SPECIFICA-TIONS		2,500	938	REGION ENVIRONMENT		
907	PRELIMINARY DESIGN			922	ADMIN. SERVICES		100	949	URBAN STUDIES		
909	RIGHT-OF-WAY DESCRIPTION			923	ENVIRONMENTAL SECTION		200	950	TRAINING		
910	REGION GEOLOGIST		500	924	D.O.T.			955	R/W RELOC. ASSISTANCE		
911	TRAFFIC SECTION		3,500	925	AIR MONITORING			960	PERSONAL LEAVE		
912	LANDSCAPE			926	FOUNDATION			980	PUBLIC HEARING		
913	RIGHT-OF-WAY LIAISON			927	FREE BRIDGE DESIGN						
914	REGION UTIL-ITY LIAISON		300	932	RAILROAD & UTILITIES		200				

TOTALS	$	$ 17,500
PREVIOUS AUTHORIZATION		$ 500
ADD. AUTH. REQUIRED		$ 17,100

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER: HES - A333(1)

LOCATION ENGINEER'S REMARKS

This authorization expands this project from a flashing beacon to a multi-phase traffic signal instalation.

1 Versteeg ✓
(cy) Anderson
2 Adams
(cy) Macnab
3 Steudenmeyer
Turpin
4 Trout
(cy) Wakerlig

RECEIVED
OCT 28 1983
ROAD DESIGN SECTION

(cy to Lyle)

Do Not File ☐
Return To
Bring Up
Action

5 Molly

Bring-UP

PREPARED BY	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS	DATE
Donald Berg, Cost & Records Spec	10-13-83	X	10/25/83
RECOMMENDED, REGION ENGINEER	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES	DATE
X		X	10-24-83
RECOMMENDED, LOCATION ENGINEER	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	
X		12-[illegible]-8[illegible] 9-24-82	

734-1914 (7-82)

rll 9672

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: See below
2. STATE PROJECT NO.: See below
2A. COUNTY NAME: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: various

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 8/19/83

8. FEDERAL ROUTE NUMBER: Various

9. STATE ROUTE NUMBER: Various

10. GENERAL LOCATION:

See Projects below

11. GENERAL DESCRIPTION OF WORK

Force Account and Extra Work - "Anticipated Items" as shown in "PS&E" Estimate

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [X] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's letters dated 8/19/83 for the following projects you are authorized to proceed with those items shown in your "PS&E" Estimate for each project "Anticipated Items" by State Forces and Extra Work as being cost effective.

The above authorization will not require any additional obligation of funds.

HES-27-1(10)
F-70(3)
HES-A333(1) Marion - Gatice Rd & Monument Dr.
F-1(30)
IX-9822(8)
F-13(11)
F-86(5)
F-29(10)
IX-26(32)
F-2-3(11)
BRF-2-5(11)
IX-0000(53)
HES-27-2(13)
FG-21-2(15)
F-35(12)
HES-24(35)
BHF-2-1(19)
F-12(4)

RECEIVED
STATE HWY ENGR
AUG 30 '83
REFER TO Potter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Orig. to 8/31

14. DATE: 8/19/83

15. SIGNATURE OF APPROVING OFFICIAL: A. K Hansen

16. TITLE: for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: HES-A333(1)

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA- Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 20017

2A. COUNTY NAME: Josephine

6. TO:

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 7/6/83

8. FEDERAL ROUTE NUMBER: Secondary A333

9. STATE ROUTE NUMBER: County Road

10. GENERAL LOCATION:

Merlin - Galice Road at Monument Drive Section

11. GENERAL DESCRIPTION OF WORK

Traffic Signal

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Mr. Swan's 7/5/83 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $71,849 Federal Funds $64,340.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
JUL 19 '83

Orig. w/ cath. 7/19

REFER TO Potter
FOR

Info	Invest	R/D	D/R	Sign	Act	File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
7/6/83	G. K. Hansen	For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9692

October 5, 1982

Josephine County Board of Commissioners
Courthouse, Room 170
Grants Pass, OR 97526

AGR 4-2

Attention: Maxine Foster
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 2604

Gentlemen or Ladies:

Attached for your files is a fully executed copy of a Construction-Finance Agreement for a traffic signal installation at Merlin-Galice Road and Monument Drive.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

1 Attachment

bc: Don Harwell

9-24-82 3

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: HES-A333(1)

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 20017

2A. COUNTY NAME: Josephine

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 9/24/82

8. FEDERAL ROUTE NUMBER: Secondary A333

9. STATE ROUTE NUMBER: County Road

10. GENERAL LOCATION:

Merlin - Galice Road at Monument Drive Section

11. GENERAL DESCRIPTION OF WORK

Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* Program change See below

13. REMARKS

As requested in Mr. Swan's letter of 9/14/82 I withdraw PS&E authorization dated 12/9/81, with SFO #1 representing work to be performed. Decrease construction TEC $5,000 Federal Funds $4,500.

Also, as requested, I approve the program change adding to the character of proposed work - "Install traffic control signal, adjust utilities as required and perform incidental work common to this type of project."

Also, as requested, I approve the revised preliminary engineering costs to cover the increased work to a TEC of $17,500 Federal Funds $15,750 and add utility preparatory work.

(Increase TEC $16,900 Federal Funds $15,210)

RECEIVED
STATE HWY ENGR
SEP 29 '82
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
9/24/82		for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: September 14, 1982

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: D.E. Swan, P.E.
Program Control Engineer

Subject: Program Change
Item No. 20017
Project No. HES-A333(1)
Merlin-Galice Rd. @ Monument Dr. Sec.
Josephine County

I request approval of a program change to withdraw construction by force account basis because design changes have increased the scope of work beyond that normally accomplished with State forces. Approval of this request requires modifications as indicated below:

1) Est. Project Cost by Phases: Change to read ---

Work	TEC	FF	STATE	OTHER
P.E.	$17,500.00	$15,750.00	$ 1,750.00	$ -0-
CONST.	75,000.00	67,500.00	7,500.00	-0-
TOTAL	$92,500.00	$83,250.00	$ 9,250.00	$ -0-

2) Project Data: Change 2) to read-- "Install traffic control signal, adjust utilities as required and perform incidental work common to this type of project."

Furthermore, approval of this request will involve an increase of $16,900 in total estimated cost for preliminary engineering and additional obligation of $15,210 in Federal funds.

Attached is a copy of the revised Authority for Survey and traffic signal warrent comparison sheets.

JLG:bks
Attachment
cc: L.E. George
Alfred Shirley, Jr. (Region 3)
General Files

Form 734-3122

FAS A333 N

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

9-1-82
AMENDED PROSPECTUS

DATE: 9-1-82
PREFIX: 517-1934

1 - IDENTIFICATION

PROJECT NAME: Merlin/Galice Co. Rd. @ Monument Drive

HIGHWAY NAME: Co. Rds. FAS 17-102

HIGHWAY NUMBER:

REGION	ADMINISTRATIVE DISTRICT	COUNTY	CITY
3	8	Josephine	

LENGTH	MILEPOST NUMBER		
0.1		TO	[X] RURAL [ ] URBAN

LOCAL GOVERNMENT PROJECT? [ ] YES [X] NO

IF YES, UNIT OF GOVERNMENT:

TYPE OF FUNDS: [ ] FAI [ ] FAP [ ] FAS [ ] STATE [ ] FAUS [X] OTHER Title II

METHOD OF CONSTRUCTION: [X] CONTRACT [ ] STATE FORCE [ ] OTHER

TYPE OF WORK: [ ] GRADING [ ] PAVING [ ] STRUCTURE [X] SIGN [X] SIGNAL [ ] ILLUMINATION [ ] ROADSIDE IMPROVEMENT [ ] OTHER

PROJECT DESCRIPTION

Proposed project is for the installation of a multi-phased, fully actuated traffic signal at subject intersection. R/W will need to be determined. Preliminary investigation indicated that problems will be encountered in determining and staking the R/W.

Original prospectus proposed a flashing beacon.

1 Versteeg ✓
Anderson
2 Adams
3 Olson
Sullivan
Terpin
Trout
4 Wakerlig

RECEIVED
SEP 2 1982
ROAD DESIGN SECTION

Do Not File
Return To:
Action

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME)	PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]
PROPOSED	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]

DESIGN SPEED (MPH)	DESIGN STANDARDS	TRAFFIC ANALYSIS		
	AASHTO	[ ] LIGHT	[X] MEDIUM	[ ] HEAVY

REFERRED TO
Beard Stoudenmayer
Cole Lam
Eriksen Watson
Hager Dorn Leu
Return Discuss Do File Due
BY FINAL DESIGN ENGINEER

APPROVED
Frank E. Terpin
Location Engineer
Date 9/8/82

3 - FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	2 @ 12'	Same
SHOULDERS	2 @ 8' westerly of intersection 2 @ 3' easterly of intersection	"
MEDIANS	Left turn refuge 16'	"
PARKING LANES	None	"
SIDEWALKS	None	"
BIKEWAYS	On shoulders	"
INTERCHANGES	None	"
OTHER:		

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☒	☐	☐
Signing	☒	☐	☐
Illumination	☐	☒	☐
Structures	☐	☒	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☐	☒	☐
River _____	☐	☒	☐
Stream _____	☐	☒	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☒	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	Y	NO	MAYBE
Agreements (City-County Etc.)	X		
Environmental Assessment		X	
Statewide Assessment	X		
Negative Declaration		X	
Environmental Impact Statement		X	
4-F Statement		X	
Citizen Advisory Committee		X	
Public Hearing _____		X	
Borrow Source		X	
Material Source		X	
Utilities	X		

Type Power

	YES	NO	MAYBE
Hydraulics Study		X	
Soils Investigation		X	
Airport Clearance		X	
Economic Analysis			
Requires Field Survey	X		
Old Survey Available		X	
Requires Vicinity Map	X		
Requires Photogrammetry		X	
Requires Reconnaissance Survey		X	
Reconnaissance Available		X	
Design Review		X	

4 - WORK ITEMS

	TO BE PERFORMED BY APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING		X	
RIGHT-OF-WAY N/A			
CONSTRUCTION ENGINEERING		X	

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY		—
DRAFT ENVIRONMENTAL IMPACT STATEMENT		—
CORRIDOR APPROVAL		—
FIELD SURVEY	5	1
PRELIMINARY DESIGN		—
DESIGN APPROVAL/FINAL EIS		—
RIGHT-OF-WAY DESCRIPTIONS		—
RIGHT-OF-WAY ACQUISITION		—
P.S. & E. DOCUMENTS		3

RECOMMENDED CONSTRUCTION DATE _____ (Region) _____ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
N/A		

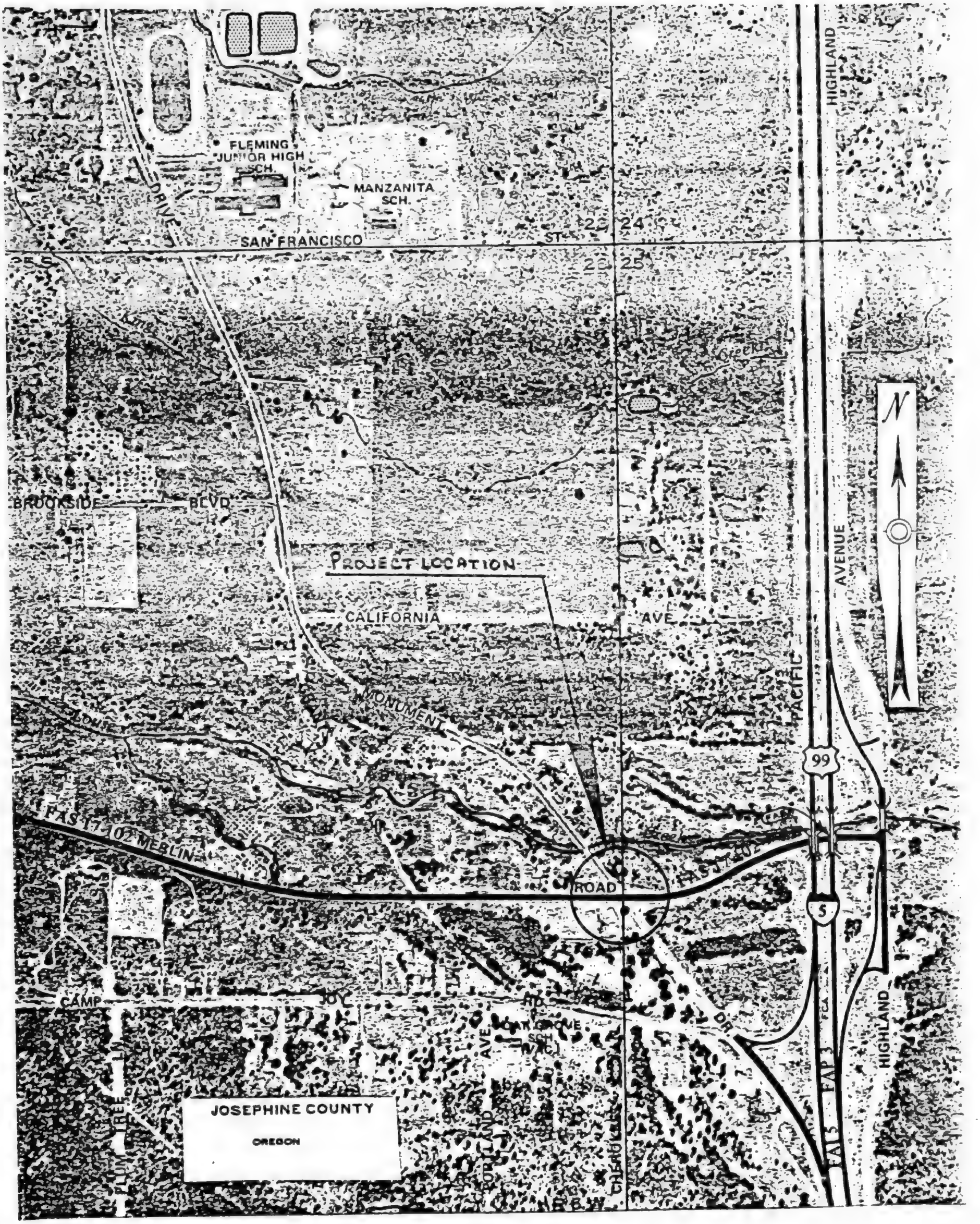
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	10,000	17,000
RIGHT OF WAY		
TRAFFIC CONTROL		
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY		
OTHER Traffic Signals	62,500	
ENGINEERING & CONTINGENCIES	12,500	
PROJECT TOTAL	85,000	92,000

SUBMITTED BY R. Ellis


FLEMING JUNIOR HIGH SCH.
MANZANITA SCH.
SAN FRANCISCO ST
HIGHLAND AVENUE
BROOKSIDE BLVD
PROJECT LOCATION
CALIFORNIA AVE
MONUMENT
PACIFIC
99
5
FAST TO MERLIN
ROAD
CAMP JOY RD
HIGHLAND
JOSEPHINE COUNTY
OREGON
N

August 30, 1982

Board of County Commissioners
Josephine County
Courthouse
Grants Pass, OR 97526

AGR 4

Attention: Maxine Foster
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 2004

Gentlemen or Ladies:

Attached for your files is a fully executed copy of a preliminary engineering and construction-finance agreement for traffic signal installation on Merlin-Galice Road at Monument Drive.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc
Attachment

bc: Don Harwell (agree. att.)

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic

PRO 6

TO: D. H. Moehring
Program Management Engineer

DATE: June 25, 1982

7604

~~#6637~~ 1-15-82

FROM: L. E. George
Traffic Engineer

517-1934

SUBJECT: Project Revision
Title II Hazard Elimination Program A333 & A334
Merlin-Galice Road at Monument Drive (Josephine County)
HES-A333(1)

S.H.E. O.K. 11-6-81

We have an approved project for State Forces to install a flashing beacon at the subject location. This work was delayed so that an investigation could be conducted as to whether or not a traffic signal installation could be justified.

This investigation has been completed. The Minimum Vehicular Volume Warrant has been met. A traffic signal project qualifies for Title II funding under the Safety Priority Index System and the proposed work has a favorable benefit/cost ratio.

Please revise programming with the Federal Highway Administration to cancel the Force Order for a flashing beacon and replace it with a contract project to install multi-phased, fully-actuated traffic signals (estimated total cost $75,000). Also update the PMS.

Glen L Clark for

L. E. George - Traffic Engineer

RHB:ds
Attachments

cc: F. E. Terpin
G. A. Potter
Alfred Shirley, Jr.
~~M.~~ C. Holmes - Revise agreement.

PROGRAM MANAGEMENT SECTION
DHM ☐ DES ☐
SHM ☐ MJK ☐ DNH ☐

JUN 29 1982

REFERRED TO_____
FOR _____

FILE: PM FA LG.

January 15, 1982

Board of County Commissioners
Josephine County
Courthouse
Grants Pass, OR 97526

AGR 4

MISC. CONTRACTS and
AGREEMENTS No. 2604

Gentlemen or Ladies:

Attached for your files is a fully executed copy of a preliminary engineering and construction-finance agreement for the installation of a flashing beacon on the Merlin-Galice Road at Monument Drive.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc

Attachment

bc: Don Harwell (agree. att.)

January 14, 1982

ACC

Mr. Wally Owen
Engineering Supervisor
Josephine County
200 N.W. "U" Street
Grants Pass, OR 97526

Dear Mr. Owen:

SUBJECT: Merlin-Galice Road at Monument Drive
Installation of flashing beacon

As specified in our Agreement No. 7604 for the subject project, the County should now submit an advance deposit in the amount of $600.00, so that we may begin work.

On the attached sheet we have listed three options for making your advance deposit. Please use the option of your choice.

Very truly yours,

D. H. MOE

D. E. Swan, P.E.
Operation Programming Engineer

Rec'd check for $600.00 on 2-3-82 per Faye Pitts, Accts KEH

KEN:bf
Attachment

bcc w/AD # 82-2: Jack Ayres, Region 3
Vern Skoog - Please return completed AD # 82-2 when advance deposit is received.

9672

5

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

12-4-8

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: HES-A333(1)

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.:

5. ITEM NO.: 20017

2A. COUNTY NAME: Josephine

6. TO:

Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 12-9-81

8. FEDERAL ROUTE NUMBER: Secondary A333

9. STATE ROUTE NUMBER: County Road

10. GENERAL LOCATION:

MERLIN- GALICE ROAD AT MONUMENT DRIVE SECTION

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering and Flashing Beacon

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [X] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION — TEC $600; Fed Funds $540
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
- [X] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

As requested in Mr. Swan's November 27, 1981 letter, you are authorized under time-saving procedures enumerated in FHPM 8-2-3 to proceed with the necessary work estimated to be $5,000; Federal Funds $4,500.

PS&E documents, as represented by SFO #1, have been reviewed together with attachments and are here by approved.

Preliminary engineering charges for work necessary to prepare final plans for this project are eligible even though PS&E approval has been granted.

RECEIVED
STATE HWY ENGR
DEC 15 '81
REFER TO
FOR
Info | Invest | R/D | D.R | Engr | Act | File

14. DATE: 12-9-81

15. SIGNATURE OF APPROVING OFFICIAL: [signature]

16. TITLE: for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

November 27, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 20017
Project No. HES-A333(1)
Merlin-Galice Rd. @ Monument Dr. Sec.
Josephine County

Attached data consists of PR-1 forms with project maps, Authority for Survey, three copies of Order For Force Work No. 1, Narrative, Collision Diagram, pictures and sketch map.

I request the following:

1) Concurrence that this project qualifies for the "Timesavings Procedures" enumerated in FHPM 8-2-3.

2) Concurrence that this project falls under the Statewide Categorical Exclusions approved by FHWA 2-25-80 satisfying the requirements of FHPM 7-7-2.

3) Approval to accomplish the work with State forces based on the public interest findings set forth in FHPM 8-2-3.

Form 734-3122

4) Approval of the "Order For Force Work No. 1" for a total cost of $5,000 with an obligation of $4,500 in Federal funds. Reimbursement will be claimed on an actual cost basis.

5) Authorization that preliminary engineering charges (estimated total cost of $600 with an obligation of $540 in Federal funds) for work necessary to prepare final plans for the project are eligible even though PS&E approval has been granted. Since the project contains all phase of preliminary engineering and construction the preceding action under No. 4 (PS&E approval) necessitates this request.

DRH:bkc
Attachments

cc: L.E. George
Alfred Shirley (Region 3)
General Files

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO
PRO 6

TO: H. S. Coulter
State Highway Engineer

DATE: November 4, 1981

FROM: L. E. George, P.E.
Traffic Engineer

SUBJECT: Proposed Title II Hazard Elimination Project

Josephine County has requested a project to install a flashing beacon on Monument Drive at the Merlin-Galice Road.

Construction and all phases of engineering will be performed by State Forces.

In Summary:

Jurisdiction	Project Name	Total Cost	Federal Funds	State Funds	Local Funds
County	Monument Dr @ Merlin-Galice Rd Josephine Co.	$6,000	$5,400	-0-	$600

The project has been investigated and is eligible for funding under the Title II, Hazard Elimination Program. We recommend your approval and request that you authorize this project under delegated authority.

L. E. George, P.E.
Traffic Engineer

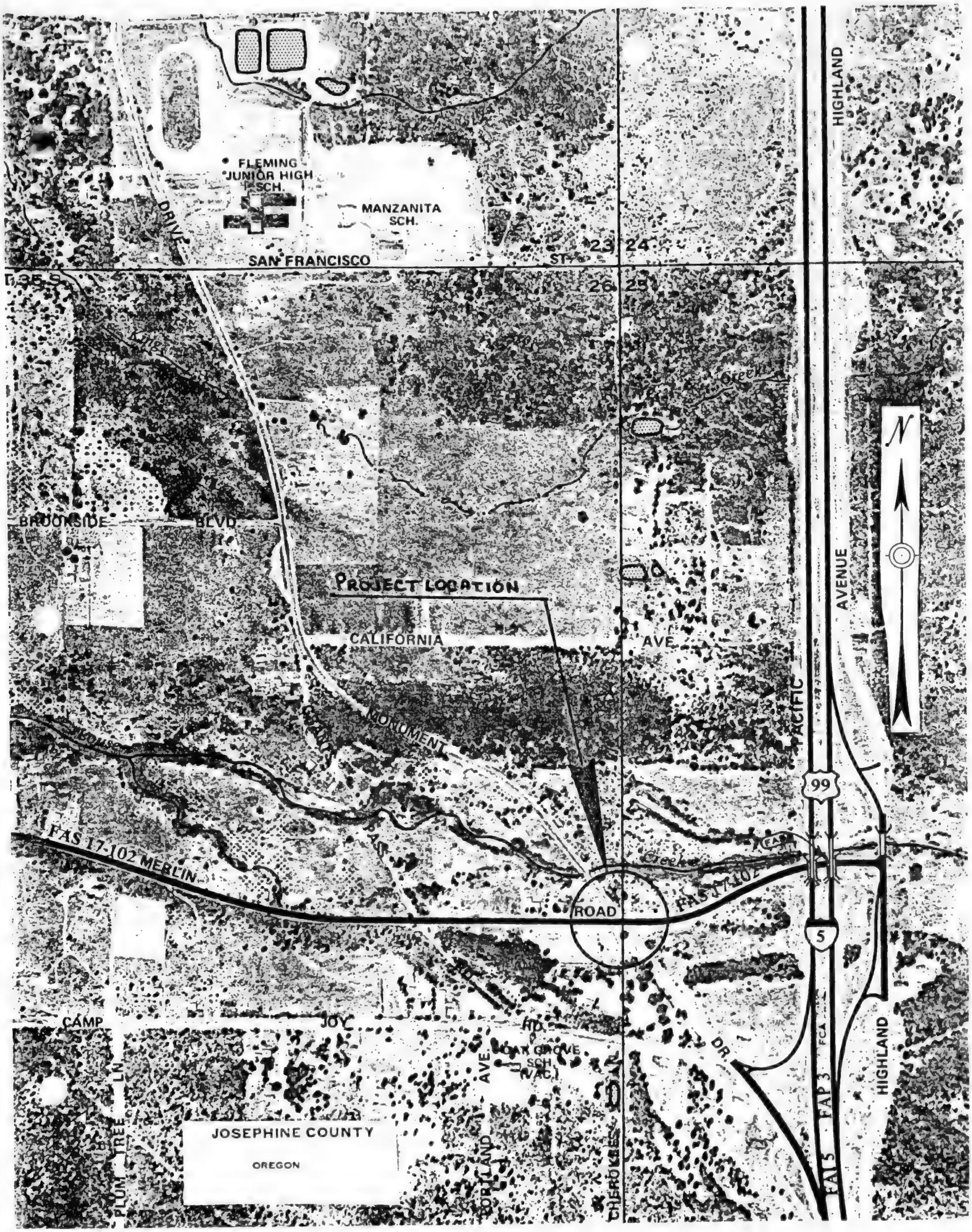
RHB:sh
Attachment

APPROVED:

State Highway Engineer
Date: Nov 6, 1981

orig to Hammen
cy George
files

On Dew
Report


FLEMING JUNIOR HIGH SCH.
MANZANITA SCH.
DRIVE
SAN FRANCISCO
ST
23
24
25
26
T. 35 S.
HIGHLAND
AVENUE
N
BROOKSIDE
BLVD
PROJECT LOCATION
CALIFORNIA
AVE
MONUMENT
ROAD
PACIFIC
99
FAS 17-102 MERLIN
FAS 17-102
5
CAMP
JOY
RD.
DR.
FAS 3
FCA
HIGHLAND
LN
PLUM TREE
AVE
PORTLAND
CHEROKEE
JOSEPHINE COUNTY
OREGON

1983 Ash Swale Br. Sec., A FAS 9693
A-549 (Bethel Road) (Grading, paving
and structure)

9693

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: January 21, 1987

COUNTY: Polk AGREEMENT NO: 7774 PROJECT NO: RS-A549(1) & (2)

CONTRACT NO: 9693 SECTION: Ash Swale (Bethel Rd.) Br.

PRELIMINARY ENGINEERING PREFIX C527-1988:

	PARTICIPATING	NON PARTICIPATING
Project Manager	$ 4,759.03	$
Final Design	4,418.36	
Preliminary Design	2.40	
Location	12.90	
Program Section	266.36	
Administrative Services	32.58	
Structural Foundations	4,413.93	
Free Bridge Design	5,605.60	
Free Specification	1,769.05	
R/W Utility Engineer	48.32	
Surface Design Engineer	29.73	
Hydraulics	1,562.32	
Total P.E. Cost	$ 22,920.58	-0-
Less Bridge Design & Specs. (No Cost)	(7,374.65)	
P.E. Cost Chargeable to County	$ 15,545.93 1/	

CONSTRUCTION PREFIX C527-1011 & C09693

Payment to Contractor	$ 153,800.99	$
Work Performed by State Forces	653.78	
Work Performed for Perrydale Water System	4,962.08	
Interest on Final Payment		82.20
Field Engineering	18,232.12	9,890.79
Audit Expense	398.74	
R/W Liaison	197.67	
Program Section	155.18	
Materials Testing	3,579.41	
Technical Services	659.66	
Construction Branch	394.65	
Region Engineer Office	359.55	
Accounting	334.29	
EEO	35.74	
Totai Construction Engineering Cost	$ 183,763.86	$ 9,972.99

CONSTRUCTION COST CHARGEABLE TO COUNTY:

Payment for Const. Work Completed	$ 159,416.85
County's Share Const. Eng. (8%)	12,753.34
County's Share of Const. Cost	$ 172,170.19 1/

SUMMARY

Total Participating Co. P.E. Cost	$ 15,545.93 1/
Total Participating Co. Const. Cost	172,170.19 1/
Total Participating Co. Cost	$ 187,716.12 1/

FEDERAL FUNDS

P.E. (88.15%)	$ 13,703.73 1/	
Const. (88.15%)	151,768.02 1/	(165,471.75) 1/
Subtotal		$ 22,244.37
Less State Share 1/2 Balance		(11,122.18)
Plus Non Participating County Cost		9,972.99
State Pays All Non Participating Const. Engineering Cost Over (15%)		9,890.79 1/
Less County's Advance Deposits:		
P.E. & Const. AD #83-60		(12,720.00)
Refund Due County		$ 1,515.61

1/

GENERAL PROVISIONS

1. The parties hereto mutually agree and understand that State and County shall each contribute 50 percent of the difference between the actual total cost of the project and the amount contributed by the Federal Government, providing said costs does not exceed the FAS fund. County shall also contribute 100 percent of the amount by which the actual cost exceeds the FAS funds, and 100 percent of any construction items in which Federal funds do not participate. The State shall provide 100 percent of the local matching funds for construction engineering costs in excess of 8 percent of the contract amount and 100 percent of such costs in excess of 15 percent of the contract amount.

MKS:bkb

1673

ORIGINAL

9-17-86

D.O. VOUCHER NO

STATE VOUCHER NO

DATE

FHWA SCHEDULE NO

PAID BY

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

Appropriation

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building, Salem, OR 97310

STATE	FEDERAL AID PROJECT NO.
Oregon	RS-A549(2)
PROGRAM APPROVED	VOUCHER PERIOD From: 7/06/83 To: 4/24/86

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
193,736.85	183,763.86	88.15	161,987.84	161,987.84	-0-

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein

SIGN ORIGINAL ONLY Oregon *State Highway Agency*

By Controller *Authorized Officer* 9/17/86 *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification, the amount claimed is approved for payment.

Amount submitted ~~0.00~~

Adjustments $ _____

Amount Approved $ _____

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative Date

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATI (Payee mu not use this column)
	ASH SWALE BRIDGE SECTION BETHEL COUNTY ROAD POLK COUNTY					
	Construction Type Code X080 Structure, Bridge No. 10096A (Sta. 50+73 to Sta. 51.49)					
	Final Contract Payment Summary	Lump Sum			$153,800.99	✓
	Permanent pavement striping (State)	All Required			653.78	✓
	Adjust 210' of 8" water line on private easement (Perrydale Domestic Water Association)	All Required			4,962.08	✓
	TOTAL PARTICIPATING CONSTRUCTION COST				**$159,416.85**	
	Construction Engineering					
	State	All Required			$ 23,912.53	✓
	Misc. Project Cost					
	Audit Expense	All Required			$ 398.74	✓
	Equal Opportunity Employment Monitoring	All Required			35.74	✓
	TOTAL MISC. PROJECT COST				**$ 434.48**	
	TOTAL PARTICIPATING PROJECT COST				**$183,763.86**	
	Non Participating Project Cost					
	Interest on Final Payments	All Required			$ 82.20	✓
	Construction Engineering	All Required			9,890.79	✓
	TOTAL NON PARTICIPATING PROJECT COST				**$ 9,972.99**	
	TOTAL PROJECT COST				**$193,736.85**	
	Prepared based on Participating cost as shown on the Federal Billing as of 10/02/86.					

AMOUNT CARRIED FORWARD

DESCRIPTION	PREFIX	FUNCTION	SUB F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	ACTIVE YRS END
SPTC XING-ROGERS RD	CONT NO	* FA PROJ NOS RRS	A557002 100					STATE	
	527	1007	270	01 P 1			65,143.72	82	83
	527	1007	296	00 N 9		6,694.32CR	66,943.22CR	82	84
	527	1007	298	00 N 9			60,248.90	82	84
	527	1007	299	00 N 9		6,694.32	6,694.32	84	84
	527	1007	900	00 P 1			1,310.09	82	83
	527	1007	915	00 P 1			387.35	83	83
	527	1007	920	00 P 1			36.39	82	83
	527	1007	946	00 P 1			40.69	83	83
	527	1007	948	00 P 1			25.38	83	84
			TOT	P1			66,943.22		
			** JOB TOTALS **			**	66,943.22 **		
ASH SWALE BRIDGE	CONT NO 9693	FA PROJ NOS RS	A549002 100					STATE	
	527	1011	201	00 P 1			155,643.37 ✓	83	84
	527	1011	204	00 P 1		4,782.17	3,000.00CR	83	84
	527	1011	270	01 P 1		50.50CR	626.58	84	85
	527	1011	270	02 P 1			27.20	84	84
	527	1011	285	02 P 1		4,962.08	4,962.08	84	84
	527	1011	296	00 N 9		27,289.54CR	172,760.60CR	83	85
	527	1011	297	00 N 9			10,668.17	83	84
	527	1011	298	00 N 9		27,289.54	162,092.43	83	85
	527	1011	900	00 P 1	5.82CR	1,352.41	19,810.48	83	85
	527	1011	915	00 P 1	1.13CR	274.22	274.22	84	85
	527	1011	915	00 N 1		.30	.30	84	84
	527	1011	915	10 P 1	.56CR	124.22	124.22	84	85
	527	1011	920	00 P 1	.11CR	24.28	116.24	83	85
	527	1011	940	00 P 1	.16CR	624.68	(2,134.68	83	85
	527	1011	942	00 P 1			1,424.24	83	84
	527	1011	944	00 P 1			659.66	83	84
	527	1011	945	00 P 1	53.42	319.18	394.65	83	85
	527	1011	946	00 P 1	.82CR	228.24	359.55	84	85
	527	1011	948	00 P 1	.13CR	29.23	334.29	83	85
	527	1011	985	00 P 1			35.74	83	84
			TOT	P1	44.69	12,670.21	183,927.20		
			TOT	N1		.30	.30		
			** JOB TOTALS **		44.69 **	12,670.51 **	183,927.50 **		
SOAP CREEK BRIDGE	CONT NO 9251	* FA PROJ NOS RS	A515001 100					STATE	
	527	1099	201	00 P 1			180,436.25	81	81
	527	1099	206	00 N 1			31.76	82	82
	527	1099	296	00 N 9			193,958.22CR	81	83
	527	1099	297	00 N 9			12,245.57	81	83
	527	1099	298	00 N 9			181,712.65	81	83
	527	1099	900	00 P 1			17,079.28	81	83
	527	1099	920	00 P 1			93.03	81	81

FEDERAL APPROPRIATION: 075

AGREEMENT EA/SUBJOB	TOTAL COSTS TO DATE	AMOUNT PREV CLAIMED	--PARTICIPATION-- AMOUNT	PERCENT	AGREEMENT AMOUNT	FEDERAL SHARE	-ADJUSTMENT- AMOUNT	CODE	VOUCHER AMOUNT
FEDERAL PROJECT: RS -A541-002									
F03068									
AGREEMENT TOTALS	3,111.64	2,600.00	3,111.64	88.15	2,600.00	2,742.91	142.91	B	.00
FED PROJ TOTALS	27,443.46	24,048.50	27,443.46		27,721.00	24,191.41	142.91	B	.00
FEDERAL PROJECT: RS -A541-003									
F03907									
C10162 -000	33,732.74	40,646.65	33,732.74						
C10162 -011	207,810.29	162,226.35	207,810.29						
AGREEMENT TOTALS	241,543.03	202,873.00	241,543.03	88.15	218,347.00	212,920.18	.00		10,047.18
FED PROJ TOTALS	241,543.03	202,873.00	241,543.03		218,347.00	212,920.18	.00		10,047.18
FEDERAL PROJECT: RS -A549-001									
F03062									
C5271988-010	7.37	.00	.00						
C5271988-011	22,920.58	20,204.49	22,920.58						
AGREEMENT TOTALS	22,927.95	20,204.49	22,920.58	88.15	20,204.49	20,204.49	.00		.00
FED PROJ TOTALS	22,927.95	20,204.49	22,920.58		20,204.49	20,204.49	.00		.00
FEDERAL PROJECT: RS -A549-002									
F03056									
C09693 -000	11,517.90	414.56	11,517.90						
C09693 -001	141.20	.00	.00						
C09693 -010	9,831.79	.00	.00						
C09693 -011	172,245.96	161,573.28	172,245.96						
AGREEMENT TOTALS	193,736.85	161,987.84	183,763.86	88.15	161,987.84	161,987.84	.00		.00
FED PROJ TOTALS	193,736.85	161,987.84	183,763.86		161,987.84	161,987.84	.00		.00
FEDERAL PROJECT: RS -A549-003									
F03063									
C5271991-000	6,177.59	201.32	6,177.59						
C5271991-010	26.32	.00	.00						

11/21/86

JOB COST SUMMARY
EA SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMB
PAYROLL CHARGES ARE LOADED

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CU M
C09693	000		194	8010		
C09693	000		194	8010		
C09693	000		194	8014		
C09693	000		194	8014		
C09693	000		194			
C09693	000		199	0530		
C09693	000		199	0530		
C09693	000		199	8010		
C09693	000		199	8010		
C09693	000		199	8014		
C09693	000		199	8014		
C09693	000		199			
C09693	000					
C09693	000	010	001	0821		
C09693	000	010	001	0821		
C09693	000	010	001			
C09693	000	010				
C09693	000	020	001	8010		
C09693	000	020	001	8010		
C09693	000	020	001			
C09693	000	020				
C09693	000	900	001	1093		
C09693	000	900	001	1093		
C09693	000	900	001	7130		
C09693	000	900	001	7130		
C09693	000	900	001	7730		
C09693	000	900	001	7730		
C09693	000	900	001	8010		
C09693	000	900	001	8010		
C09693	000	900	001	8012		
C09693	000	900	001	8012		

JOB COST SUMMARY
UBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED

AIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	CURRENT BALANCE	
	8010		.00	4.85	
	8010		.00	4.85	
	8014		.00	44.91	
	8014		.00	44.91	
			.00	49.76	
	0530		.00	23.02	
	0530		.00	23.02	
	8010		.00	.00	
	8010		.00	.00	
	8014		.00	.00	
	8014		.00	.00	
			.00	23.02	
			.00	72.78	72.78
	0821		.00	86.42	
	0821		.00	86.42	
			.00	86.42	
			.00	86.42	86.42
	8010		.00	141.42	
	8010		.00	141.42	
			.00	141.42	
			.00	141.42	141.42
	1093		.00	5,525.09	300.42
	1093		.00	5,525.09	
	7130		.00	166.17	
	7130		.00	166.17	
	7730		.00	71.00	
	7730		.00	71.00	
	8010		.00	1,322.00	
	8010		.00	1,322.00	
	8012		.00	27.69	
	8012		.00	27.69	

11/21/86

JOB COST SUMMARY
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUM
PAYROLL CHARGES ARE LOADED

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CU
C09693	000	900	001			
C09693	000	900	030	1093		
C09693	000	900	030	1093		
C09693	000	900	030			
C09693	000	900	130	1000		
C09693	000	900	130	1000		
C09693	000	900	130			
C09693	000	900	470	1000		
C09693	000	900	470	1000		
C09693	000	900	470	1093		
C09693	000	900	470	1093		
C09693	000	900	470			
C09693	000	900	504	1093		
C09693	000	900	504	1093		
C09693	000	900	504	8010		
C09693	000	900	504	8010		
C09693	000	900	504			
C09693	000	900	550	1000		
C09693	000	900	550	1000		
C09693	000	900	550	1093		
C09693	000	900	550	1093		
C09693	000	900	550	8010		
C09693	000	900	550	8010		
C09693	000	900	550			
C09693	000	900				
C09693	000	901	001	7365		
C09693	000	901	001	7365		
C09693	000	901	001			
C09693	000	901	504	7300		
C09693	000	901	504	7300		

JOB COST SUMMARY
SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED

ETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	CURRENT BALANCE
			.00	7,111.95
	1093		.00	155.59
	1093		.00	155.59
			.00	155.59
	1000		.00	14.00
	1000		.00	14.00
			.00	14.00
	1000		.00	127.96
	1000		.00	127.96
	1093		.00	51.00
	1093		.00	51.00
			.00	178.96
	1093		.00	16.00
	1093		.00	16.00
	8010		.00	10.08
	8010		.00	10.08
			.00	26.08
	1000		.00	2.80
	1000		.00	2.80
	1093		.00	354.53
	1093		.00	354.53
	8010		.00	18.80
	8010		.00	18.80
			.00	376.13
			.00	7,862.71 / 7,862.71
	7365		.00	87.67
	7365		.00	87.67
			.00	87.67
	7300		.00	9.80
	7300		.00	9.80

11/21/86

JOB COST SUMMARY
E. SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUM
PAYROLL CHARGES ARE LOADED

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	C
C09693	000	901	504			
C09693	000	901				
C09693	000	913	001	7730		
C09693	000	913	001	7730		
C09693	000	913	001			
C09693	000	913				
C09693	000	920	001	0631		
C09693	000	920	001	0631		
C09693	000	920	001			
C09693	000	920				
C09693	000	940	001	8200		
C09693	000	940	001	8200		
C09693	000	940	001			
C09693	000	940				
C09693	000					
C09693	001		349	8014		
C09693	001		349	8014		
C09693	001		349			
C09693	001					
C09693	001	900	132	8010		
C09693	001	900	132	8010		
C09693	001	900	132			
C09693	001	900				
C09693	001					
C09693	010	050	598	0521		
C09693	010	050	598	0521		
C09693	010	050	598			
C09693	010	050				

JOB COST SUMMARY
SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED

ETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	CURRENT BALANCE	
			.00	9.80	
			.00	97.47	97.47
	7730		.00	197.67	
	7730		.00	197.67	
			.00	197.67	
			.00	197.67	197.67
	0631		.00	38.94	
	0631		.00	38.94	
			.00	38.94	
			.00	38.94	38.94
	8200		.00	20.49	
	8200		.00	20.49	
			.00	20.49	
			.00	20.49	20.49
			.00	8,517.90	
	8014		.00	82.20	
	8014		.00	82.20	
			.00	82.20	
			.00	82.20	
	8010		.00	59.00	
	8010		.00	59.00	
			.00	59.00	
			.00	59.00	
			.00	141.20	
	0521		.00	.30-	
	0521		.00	.30-	
			.00	.30-	
			.00	.30-	

Need Final Payment

Non EWB

11/21/86

JOB COST SUMMARY
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMB
PAYROLL CHARGES ARE LOADED

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CU M
C09693	010	900	598	0521		
C09693	010	900	598	0521		
C09693	010	900	598			
C09693	010	900				
C09693	010					
C09693	011		300	8014		
C09693	011		300	8014		
C09693	011		300			
C09693	011					
C09693	011	050	001	0500		
C09693	011	050	001	0500	SF10	
C09693	011	050	001	0500		
C09693	011	050	001			
C09693	011	050	598	0521		
C09693	011	050	598	0521		
C09693	011	050	598			
C09693	011	050				
C09693	011	140	424	2046	SF01	
C09693	011	140	424	2046	SF02	
C09693	011	140	424	2046		
C09693	011	140	424			
C09693	011	140				
C09693	011	900	190	0521		
C09693	011	900	190	0521		
C09693	011	900	190			
C09693	011	900	598	0521		
C09693	011	900	598	0521		
C09693	011	900	598			
C09693	011	900				

JOB COST SUMMARY
SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED

TAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	CURRENT BALANCE
	0521		.00	9,831.79
	0521		.00	9,831.79
			.00	9,831.79
			.00	9,831.79
			.00	9,831.49
	8014		.00	1,842.38-
	8014		.00	1,842.38-
			.00	1,842.38-
			.00	1,842.38-
	0500		.00	124.22
	0500	SF10	.00	124.22-
	0500		.00	.00
			.00	.00
	0521		.00	.30
	0521		.00	.30
			.00	.30
			.00	.30
	2046	SF01	.00	27.20
	2046	SF02	.00	27.20-
	2046		.00	.00
			.00	.00
			.00	.00
	0521		.00	7.37-
	0521		.00	7.37-
			.00	7.37-
	0521		.00	9,831.79-
	0521		.00	9,831.79-
			.00	9,831.79-
			.00	9,839.16-

- FROM Contractor's Cost Engr. Audit
- To SF01

11/21/86

JOB COST SUMMARY
EA SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUM
PAYROLL CHARGES ARE LOADED

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD.	C
C09693	011					
C09693						

JOB COST SUMMARY
SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED

TAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	CURRENT BALANCE
			.00	11,681.24-
			.00	6,809.35

jc cc: OSHD (Rulien) STATE COPY 9693

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1	Polk	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
April 8, 1986	C. O. Fredrickson, Construction Engineer		RS-A549(2)
COMPLETION DATE (Actual)	**ACCEPTANCE DATE BY CONRTACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
June 1, 1984	July 1, 1985	100%	128 CD

LOCATION

Ash Swale Bridge Section of Bethel Road one quarter mile west of McCoy

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

1. Description of Improvement as Programed:

   A. Construct Bridge No. 10096A over Ash Swale.
   Length: 76 feet. Roadway width: 32 feet.

   B. Performance of such additional and incidental work as is called for by the specifications and plans.

2. Contractor's Name: Louis Townsend Construction

3. Contract Amount: $153,800.99

4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

Signature (SHD Official) C. O. Fredrickson

Title Construction Engineer

NOTED
W. E. SCHWARTZ
5/1

RECEIVED
STATE HWY ENGR
APR 25 '86
REFER TO
Fredrickson
FOR

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed By WILLIAM H. KAPPUS Area Engineer		SIGNATURE Original signed by E T. CHRISTIANSON	
TITLE Area Engineer	DATE	TITLE Field Operations Engineer	DATE

FORM FHWA 1446B (Rev. 2-84) PREVIOUS EDITIONS MAY BE USED.

9693

TO BE COMPLETED BY FHWA		Form Approved: O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 1-80	U.S. Department of Transportation Federal Highway Administration	State: Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County: Polk
MODIFICATION NUMBER 3		Project Number: RS-A549(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 11 , 19 83 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 184,500.00	$ 195,178.00
Federal funds	$ 162,636.00	$ 172,049.00
Other revisions		

This modification is made for the following reasons:

To include increase in construction cost.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 14TH day of JAN , 19 86 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

By For: Larry Rulien

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-80)

Previous editions are obsolete

Gen. Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JANUARY 7, 1986

FEDERAL AID PROJECT NO. RS-A549(2)

Ash Swale Bridge Section
Bethel County Road
Polk County

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE X080
Structure, Bridge No. 10096A (Sta. 50+73 to Sta. 51+49)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT	
Class "B" or Class "C" Asphalt Concrete	$37.60	292	$10,979.20	576	$21,657.60	
			10,979.20		$21,657.60	
					Increase	$ 10,678.40
			Subtotal from Estimate of November 8, 1984			161,635.28
					Subtotal	$172,313.68
					Engineering	22,864.32
					Total	$195,178.00

Length of Project ---------- 0.014 mi.

Federal Funds (88.15%)	$172,049.00
State Funds	12,103.00
County Funds (5.925% of 186,098.77)***	11,026.00
	$195,178.00

*** See 6-27-83 Amended Agreement

Appn Code: 075
Group 1: 100%
Contract No. 9693
Prefix: 527-1988
Prefix: C09693

RLC:me

STATE COPY

TO BE COMPLETED BY FHWA		Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 11-177	U.S. Department of Transportation Federal Highway Administration	State: Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County: Polk
MODIFICATION NUMBER 2		Project Number: RS-A549(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 11 , 19 83 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 180,484.00	$ 184,500.00
Federal funds	$ 159,096.00	$ 162,636.00
Other revisions		

This modification is made for the following reasons:

To include increases in construction ~~and construction engineering costs.~~ sw

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 13th day of November , 1984 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Wayne F. Kolbue

~~For~~ Manager, Program Section
(Title)

~~By~~ For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)
FOR DALE E. WILKEN

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON NOVEMBER 8, 1984

FEDERAL AID PROJECT NO. RS-A549(2)

Ash Swale Bridge
Bethel County Road
Polk County

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE X080
Structure, Bridge No. 10096A (Sta. 50+73 to Sta. 51+49)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT	
Embankment in Place	$ 5.00	573	$ 2,865.00	1,087.7	$ 5,438.50	
Aggregate Base	8.65	843	7,291.95	1,087.94	9,410.68	
SUBTOTAL			$10,156.95		$14,849.18	
					Increase	$ 4,692.23
			Subtotal from Estimate of July 5, 1984			156,943.05
					Subtotal	$161,635.28
					Engineering	22,864.72
					Total	$184,500.00

Length of Project ---------- 0.014 mi.

Federal Funds (88.15%)	$162,636.00
State Funds	11,521.00
County Funds (5.925% of 174,566.10)***	10,343.00
TOTAL	$184,500.00

***See 6-27-83 Amended Agreement

Group 1: 100%
Contract No. 9693
Prefix: 527-1988
Prefix: 527-1011

WH:me

9693

STATE COPY

TO BE COMPLETED BY FHWA		Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 7-56	U.S. Department of Transportation Federal Highway Administration	State
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Polk
MODIFICATION NUMBER 1		Project Number RS-1549(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 11, 1983, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 163,280.00	$ 180,484.00
Federal funds	$ 143,930.00	$ 159,096.00
Other revisions	$	$

This modification is made for the following reasons: to include increased construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 12th day of July, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JULY 5, 1984

FEDERAL AID PROJECT NO. RS-A549(2)

ASH SWALE BRIDGE SECTION
BETHEL COUNTY ROAD
POLK COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE X080
STRUCTURE, BRIDGE NO. 10096A (STA. 50+73 TO STA. 51+49)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT	
Construct Detour (P.A. #1)	$ 13,161.00	-----	$ -----	All Required	$ 13,161.00	
Stream Crossing Gate (P.A. #2)	1,800.00	-----	-----	All Required	1,800.00	
				Subtotal	$ 14,961.00	
				Increase		$ 14,961.00
Subtotal from Project Agreement Estimate of September 15, 1983						141,982.05
				Subtotal		$ 156,943.05
				Engineering		23,540.95
				Total		$ 180,484.00

Length of Project 0.014 mi.

Federal Funds (88.15%)	$ 159,096.00
State Funds	11,345.21
County Funds (5.925%) x $169,498.49 ***	10,042.79
Total	$ 180,484.00

*** See 6-27-83 Amended Agreement

Group 1
Contract No. 9693
Prefix: 527-1988
Prefix: 527-1011
WH:bkb

9693

STATE COPY

5

OMB No. 04-R2089

TO BE COMPLETED BY FHWA	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NO.		Oregon
10-66	FEDERAL-AID PROJECT AGREEMENT	County
		Polk
	10-11-83	Project No.
		RS-A549(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Ash Swale Bridge

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-6-83	0.014

OTHER *(Specify)*

FUNDS PRO RATA 88.15%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 163,280.00	$ 143,930.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By [signature]

Manager, Program Section
(Title)

By For: H.S. Coulter, P.E.
XXX

State Highway Engineer
(Title)

By _____

_____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator OCT 11 1983

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon September 15, 1983

Federal-Aid Project No. RS-A549(2)

Ash Swale Bridge Section
Bethel County Road
Polk County

PROJECT AGREEMENT ESTIMATE

Type Code X080
Structure, Bridge No. 10096A (Sta. 50+73 to Sta. 51+49)

Mobilization	All Required		$	12,803.82
Temporary Protection and Direction of Traffic	All Required			2,000.00
Temporary Signs	167 Sq. Ft.	7.00		1,169.00
Temporary Barricades	2 Each	100.00		200.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	200 Lin. Ft.	7.00		1,400.00
Temporary Guard Rail, Type 1, Modified, Reflectorized	163 Lin. Ft.	25.00		4,075.00
Temporary Traffic Signal Installation	1 Each	10,086.00		10,086.00
Temporary Plastic Safety Markers	4 Each	50.00		200.00
Flagmen	200 Hour	15.00		3,000.00
Construction Survey Work	All Required			3,000.00*
Toe Trench Excavation	78 Cu. Yd.	10.00		780.00
Embankment in Place	573 Cu. Yd.	5.00		2,865.00
Aggregate Base	843 Ton	8.65		7,291.95
Class "B" or Class "C" Asphalt Concrete	292 Ton	37.60		10,979.20
Guard Rail, Type 2A	100 Lin. Ft.	12.00		1,200.00
Guard Rail, Type 3	100 Lin. Ft.	25.00		2,500.00
Guard Rail Anchors, Type 1	4 Each	350.00		1,400.00
Rail End Pieces, Type C	4 Each	35.00		140.00
Type 2 Fence	540 Lin. Ft.	5.00		2,700.00
Extra for Asphalt Approaches	4 Each	135.00		540.00
Loose Riprap, Class 50	183 Cu. Yd.	15.00		2,745.00
Bridge Removal Work	All Required			5,000.00
Structure Excavation	40 Cu. Yd.	10.00		400.00
Furnish Pile Driving Equipment	All Required			8,000.00
Furnish Prestressed Concrete Piling	608 Lin. Ft.	14.50		8,816.00

Drive Prestressed Concrete Piles	524 Lin. Ft.	1.00	524.00
Structural Concrete, Class 3300 (28 C.Y.)	All Required		8,400.00
4'x35'/40' Prestressed Slabs	16 Each	1,866.88	29,870.08
Reinforcement (3,700 lbs.)	All Required		2,566.00
Metal Rail with Tubing	163 Lin. Ft.	37.00	6,031.00
			$ 137,682.05

*Included in Construction Survey work only.

Anticipated Items

Permanent Pavement Striping	All Required		$ 2,300.00
Roadside Seeding and Mulching	All Required		500.00
Streem Crossing Gates	All Required		1,500.00
			$ 4,300.00
		Subtotal	$ 141,982.05
		**Engineering	18,297.95
		Engineering (Const. Survey)	3,000.00
		Total	$ 163,280.00

** Limited (15%)

Length of Structure	0.014 mi.

Federal Funds (88.15%)	$ 143,930.00
State Funds	10,073.00
County Funds (5.925%) x $156,580.61 ***	9,277.00
	$ 163,280.00

*** See 6-27-83 Amended agreement.

Group	100%
Contract No.	9693
Prefix:	527-1988
Prefix:	527-1011

*** Contract Amount	$140,682.05
Anticipated Items	4,300.00
Engineering 8%	11,598.56
	$156,580.61

November 22, 1985

Heritage Insurance Company of America
c/o Surety Insurance Services, Inc.
P.O. Box 21308
Seattle, WA 98111

CON 5
#9693

On July 5, 1985, we wrote to you concerning release of final payment on Contract No. 9693 awarded to Louis Townsend Contracting for work on the Ash Swale Bridge Section of FAS A-549 in Polk County.

Final payment on this contract is $1,239.82 and the total contract amount is $156,800.99. No work was performed under force account.

Robert W. Gormsen
COMMISSION SERVICES

cc: Louis Townsend Contracting
1755 Pear Street
Baker, OR 97814

bc: C. O. Fredrickson
Walt Hart
Bill Anhorn

FKN:arc

NOTED ON CARD
11-22-85 ac

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Ash Swale Bridge Section		WEEK END: FEB. 23, 1985
		SECTION PREFIX: 527-1011
HIGHWAY: FAS A549 (Bethal Rd)		COUNTY: Polk
NAME OF JOB: Ash Swale Bridge	KIND OF WORK: Grading, Paving, Structure	
CONTRACTOR: Louis Townsend Contracting	CONTRACT NUMBER: 9693	FEDERAL AID PROJECT NUMBER: RS-A549(2)2
DATE OF CONTRACT: August 18, 1983	DATE WORK STARTED: September 7, 1983	ESTIMATED COMPLETION DATE: January 7, 1984
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 00 SUPERVISION 0	SPECIFIED WORK DAYS: 000	WORK DAYS USED: 000
	SPECIFIED CALENDAR DAYS: 130	CALENDAR DAYS USED: 128
PROJECT AUTHORIZATION: $ 164,554.62	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 99
EXCLUSIVE OF ENGINEERING: $ 151,506.24	ENGINEERING AUTHORIZATION: $ 13,048.38	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 159,464.39	ENGINEERING COST TO DATE: $ 17,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT OVERRUN / UNDERRUN: 5.2%	PERCENT OF AUTHORIZATION: 130%	DATE PROJECT WAS COMPLETED: June 1, 1984

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L PROD	Const. Survey
100	---	100	100	100	---	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.0	0.0	0.0	0.0	0.0
MILES PARTIALLY COMPLETED	0.0	0.0	0.0	0.0	0.0
MILES COMPLETED	0.0	0.0	0.0	0.0	0.0
TOTAL ESTIMATED QUANTITIES (CONTRACT)	573.0cy	843.0tn	0.0tn	0.0tn	292.0tn
TOTAL QUANTITIES CORRECTED TO DATE	0.0cy	0.0tn	0.0tn	0.0tn	0.0sy
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	1090.0cy	1040.0tn	0	0.0tn	0
AVERAGE DAILY QUANTITIES					00.0tn
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK.

N/A

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	10096							
PERCENT	100	00	00	00	00	00		

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 00	----------	---		
MONDAY 00	----------	---		
TUESDAY 00	----------	---		
WEDNESDAY 00	----------	---		
THURSDAY 00	----------	---		
FRIDAY 00	----------	---		
SATURDAY 00	----------	---		

RECEIVED
MAR 22 1985
CONSTRUCTION SECTION

CE F CAE .... LS ..... TC .....
COE .... OM ....
OE .....
CA .....
CAM ..... CONSTRUCTION QC3 .....
EEO ..... SECTION FILE .....
SA ..... CC .....
FE ..... CP .....
PQC .....

CONTR. NO: 9693 DATE: FEB 23, 1985

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 00	No activity.
MONDAY 00	No activity
TUESDAY 00	No activity
WEDNESDAY 00	No activity
THURSDAY 00	No activity
FRIDAY 00	No activity
SATURDAY 00	No activity

REMARKS

Project Complete
3rd Note - FEB. 19, 1985
Remaining Semi-Final Data submitted to Region II Feb. 19, 1985

Last Report!

Signed _____ Location Salem
Arvey D. Nelson P.M.

DATE: September 27, 1984

TO: Oregon Transportation Commission CON

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Ash Swale Bridge Section
FAS A549 (Bethel Rd.) Highway, Polk County
Contract No. 9693

This federal-aid grading, paving and structure project is essentially completed and it is now apparent that the final cost will exceed the project authorization by $20,000 or 12 percent.

Additional quantities of asphalt paving mixture were required for strengthening and leveling of the existing road surface prior to overlayment. This added more than $8,300 to the cost of the project.

It was necessary to adjust facilities of the Perrydale Water Association to allow widening of the roadway to accommodate the new structure. This work was anticipated prior to construction, but funds were not provided in the project authorization. This work added more than $4,900 to the cost of the project.

Widening of the embankment to allow room to provide guardrail flares for increased safety required additional embankment material, adding more than $2,500 to the cost of the project.

Construction engineering costs overran because of the additional monitoring, inspection and documentation of the added work.

There are sufficient funds available in the category of work and all the increase, except $1,070, is eligible for federal participation.

I recommend that the authorization be increased by $20,000 to a new total of $184,554.62. This matter will be on the consent calendar for the October 9 meeting.

cc Fred D. Miller
R. W. Gormsen
C. O. Fredrickson
V. E. Skoog
D. O. Christensen
George Bell

OBJ:mk sl

STATE OF OREGON

INTEROFFICE MEMO

Highway Construction 378-6318 FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: September 27, 1984

FROM: O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Ash Swale Bridge Section
FAS A549 (Bethel Rd.) Highway, Polk County
Contract No. 9693

This federal-aid grading, paving and structure project is essentially completed and it is now apparent that the final cost will exceed the project authorization by $20,000.00 or 12 percent.

Additional quantities of asphalt paving mixture were required for strengthening and leveling of the existing road surface prior to overlayment. This added more than $8,300 to the cost of the project.

It was necessary to adjust facilities of the Perrydale Water Association to allow widening of the roadway to accommodate the new structure. This work was anticipated prior to construction, but funds were not provided in the project authorization. This work added more than $4,900 to the cost of the project.

Widening of the embankment to allow room to provide guardrail flares for increased safety required additional embankment material, adding more than $2,500 to the cost of the project.

Construction engineering costs overran because of the additional monitoring, inspection and documentation of the added work.

There are sufficient funds available in the category of work and all the increase, except $1,070, is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $20,000.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: D. O. Christensen
Arvey Nelson
B. M. Walton
W. F. Cobine

Contains Recycled Materials

1613

S

November 8, 1983

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary A. Potter
Manager, Program Section

SUBJECT: Water Facilities Relocation
Perrydale Domestic Water Association
Ash Swale Bridge Section
FAS A-549 (Bethel Rd.)
Polk County
Project No. RS-A549(2)

RECEIVED
TECHNICAL SERVICES
NOV 9 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Here is a copy of an estimate of cost to adjust Perrydale Domestic Water Association's facilities dated September 22, 1983, and a sketch showing their proposed relocation.

Boatwright Engineering, Inc. is performing the engineering work required for the relocation work. Boatwright has been retained by the Association since 1975. Please refer to enclosed letter from the Association.

The relocation work will be accomplished by Wayne Sparks, 6240 Corvallis Road, Independence, OR, who is under continuing contract to the Association. Please refer to enclosed letter from the Association dated October 26, 1983.

A certification prepared by Jerry Miller as to the Association's rights in the land occupied by their facilities is in our files.

The conflict was anticipated. The Association was advised verbally by Polk County of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notificatio of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued by Polk County as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a segment of facilities less than one mile in length of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the Association's facilities.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of November 3, 1983 under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $5,093.

JMC/GAP/11r
Enclosure
cc: E. S. Hunter
D. E. Swan
Jack M. Cartwright
Jerry Miller

ORIGINAL 9693 527-1988

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

11-7-83

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

STATE: Oregon	FEDERAL AID PROJECT NO.: RS-A549(1)
PROGRAM APPROVED	VOUCHER PERIOD From: 11-29-82 To: 7-5-83

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$22,920.58	$22,920.58	88.15%	$20,204.49	$20,204.49	$ 0.00

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

Oregon — *State Highway Agency*

By Controller — *Authorized Officer* — 11/7/83 *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $ _____

Amount Approved $ _____

SIGN ORIGINAL COPY

_____
Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	Ash Swale (Bethel Road) Bridge Section County Road in Polk County					
	Preliminary Engineering Type Code P.E. State					
		All Required			$22,920.58	
	Total Participating Project Cost				$22,920.58	
	Prepared based on Participating Costs as shown on Federal Billing as of 11/10/83.					
	AMOUNT CARRIED FORWARD					

EO1
BILLING NUMBER 20

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

12/08/83

PREFIX GRP FED AID PROJ FL APPP	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
522-1921 1 PPS -A490-0 APPP-1	1,800.00			90.00				
522-1923 1 PPS -A501- APPP-138	1,800.00			90.00				
522-1926 1 HES -A498-001 APPP-141	26,550.00	100.42	100.42	90.00	90.38	90.38		
522-1986 1 PPP -A500-001 APPP-139	1,800.00	78.50	78.50	90.00	70.65	70.65		
523-1904 1 BPS -B484-001 APPR-118	23,600.00	29.91	29.91	80.00	23.92			23.92
523-1906 1 RS -B498-001 APPP-075	23,624.00			88.15				
523-1991 1# RS -B500-002 APPR-075	50,586.56	57,462.39	57,367.39	88.18	50,586.56	50,586.56		
523-1995 1 BHC -B487-001 APPR-114	4,302.00	5,377.34	5,377.34	80.00	4,301.87	4,301.87		
524-1907 1 RRS -A600-001 APPP-138	1,800.00	17.40	17.40	90.00	15.66	15.66		
524-1953 1# RS -A590-001 APPR-075	31,128.70	35,604.06	35,301.31	88.18	31,128.70	31,128.70		
524-1991 1 RS -A599-002 APPR-075	7,492.00	9,583.04	9,341.57	88.15	8,763.49	7,492.00	1,271.49 B	
524-1994 1 HES -A560-001 APPP-141	9,000.00	95.53	95.53	90.00	85.98	85.98		
525-1971 1# RS -B564-002 APPP-075	18,650.36	21,150.33	21,150.33	88.18	18,650.36	18,650.36		
526-1954 1 RS -A662-001 APPR-075	47,170.00	31,369.83	33,317.52	85.77	28,576.44	28,600.18		23.74CR
526-1955 1# XIO -000C-020 APPR-772	3,766.21	4,430.83	4,430.83	85.00	3,766.21	3,766.21		
526-1956 1 RS -A662-002 APPR-075	75,834.00	8,213.18	8,213.18	88.18	7,242.38	7,242.38		
527-1968 1 RRS -A557-002 APPR-138	1,800.00	933.91	933.91	90.00	840.52	840.52		
527-1969 1# RS -A515-001 APPR-075	17,206.36	19,519.41	19,519.41	88.15	17,206.36	17,206.36		
527-1979 1# RS -A559-001 APPR-075	8,183.75	9,300.50	9,280.73	88.18	8,183.75	8,183.75		
527-1988 1# RS -A549-001 APPR-075	20,204.49	22,920.58	22,920.58	88.15	20,204.49	20,204.49		
528-1961 1# RS -B443-001 APPR-075	14,646.28	16,615.18	16,615.18	88.15	14,646.28	14,646.28		
528-1963 1 RS -B440-001 APPR-075	3,348.00	2,519.15	2,519.15	88.15	2,220.63	2,220.63		
529-1984 1* BRS -A722-001 APPR-114	34,282.10	42,852.63	42,852.63	80.00	34,282.10	34,282.10		
529-1987 1 BROS-2900-004 APPR-114				80.00				
529-1989 1 BRS -A727-003 APPR-118				80.00				
530-1957 1 HES -000S-001 APPP-141	900.00	148.59	148.59	90.00	133.73	133.73		

DESCRIPTION	PREFIX	FUNCTION	SUB	F.	GP	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
	527 1979	927	00	P	1			1,611.53
	527 1979	932	00	P	1			55.15
		TOT		P1				9,280.22
		TOT		N1				19.22
		** JOB TOTALS **				**	**	9,300.50 **
ASH SWALE (BETHEL RD) BR	CONT NO	* FA PROJ NOS RS		A549001	100			STATE
	527 1988	296	00	N	9	2,574.49CR	6,095.69CR	22,028.02CR
	527 1988	297	00	N	9		1,824.53	1,824.53
	527 1988	298	00	N	9	2,574.49	4,271.16	20,204.49
	527 1988	901	00	P	1	Project MANAGER	99.10	4,759.03
	527 1988	905	00	P	1	FINAL DESIGN	411.26	4,412.26
	527 1988	907	00	P	1	Preliminary Design		2.40
	527 1988	918	00	P	1	Location		12.90
	527 1988	920	00	P	1	Project 48.67CR MANAGEMENT	162.57	266.76
	527 1988	921	00	P	1	SPECIFICATIONS 108.84CR Materials	42.17	1,769.05
	527 1988	922	00	P	1	Right of Way & Land	24.34	32.58
	527 1988	923	00	P	1	34.61CR		
	527 1988	926	00	P	1	Structural Foundations	30.88	4,412.93
	527 1988	927	00	P	1	Free Bridge Design		5,605.60
	527 1988	932	00	P	1	RIW 22.68CR Utility ENG	10.27	48.77
	527 1988	933	00	P	1	Electrical Design ENG		29.33
	527 1988	937	00	P	1	Hydraulics	7.11	1,562.32
	527 1988	950	00	P	1	54.00CR	54.00CR	
		TOT		P1		267.80CR	1,433.70	22,920.58
		** JOB TOTALS **				267.80CR**	1,433.70 **	22,920.58 **
HWY CRK CR (MONKLAND) BR	CONT NO	* FA PROJ NOS RS		B443001	100			STATE
	528 1961	296	00	N	9		825.03CR	15,577.59CR
	528 1961	297	00	N	9		631.21	921.31
	528 1961	298	00	N	9		106.28CR	14,646.28
	528 1961	901	00	P	1			5,066.17
	528 1961	905	00	P	1			2,300.44
	528 1961	906	00	P	1			2.06
	528 1961	909	00	P	1			439.76
	528 1961	913	00	P	1			18.55
	528 1961	914	00	P	1			.90
	528 1961	918	00	P	1			853.00
	528 1961	920	00	P	1			111.32
	528 1961	921	00	P	1			1,289.84
	528 1961	922	00	P	1			71.37
	528 1961	923	00	P	1			159.50
	528 1961	926	00	P	1			1,578.26
	528 1961	927	00	P	1			4,797.10
		TOT		P1				16,615.18
		** JOB TOTALS **				**	**	16,615.18 **

5605.60
1769.05
7374.65

22,920.58
7,374.65
15,545.93

9673

ROW 18-4

S

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

November 4, 1983

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ATTENTION: William H. Kappus, Area Engineer

FROM: Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT: Federal Participation Eligibility Date
Water Facilities Relocation
Perrydale Domestic Water Association
Ash Swale Bridge Section
FAS A-549 (Bethel Rd.)
Polk County
Project No. RS-A549(2)

Confirmation of your verbal authorization for Perrydale Domestic Water Association to proceed with the relocation of their water facilities in conflict with this project as of November 3, 1983, is requested. An estimate of cost has been received from the Association in the amount of $5,093. The estimate is presently being reviewed by Highway Accounting Section and will be forwarded for your review and approval by separate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost.

ADVANCED AUTHORIZATION DATE OF

November 3, 1983 is approved

William H. Kappus, Area
Engineer

RECEIVED
TECHNICAL SERVICES
NOV 8 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Ap | File

JMC:jr

cc: E. S. Hunter
D. E. Swan
C. O. Fredrickson
Arvey Nelson
Jerry Miller
Pete Gonzalez

Form 734-3122

October 25, 1983

DES 17
ORG 9
CON

Louis Townsend Contracting
1755 Pear
Baker, OR 97814

Construction Survey Work Study
Ash Swale Bridge
Contract No. 9693

By now you are probably aware the Highway Division is conducting a study to determine the advantages and disadvantages of including survey work as part of select construction contracts. One goal of this study is to provide a balanced and objective evaluation of such work presently under contract.

To help ensure that this goal is achieved, we need your help.

Please respond to the enclosed questions and share with us your thoughts and feelings concerning this experimental program. Your responses will be reviewed and incorporated into our final report, anonymously. A self-addressed, stamped envelope is provided for your convenience and to facilitate an early return of the questionnaire.

Thank you for your help. If, during this study, you have any questions or comments, please call me at 378-6318, or Steve Macnab at 378-6385.

D. O. Christensen, P.E.
Construction Operations Engineer

Enclosure

DOC:SHM:kkr

Versteeg
Anderson
Adams
Macnab
Stoudenmeyer
Turpin
Trout
Wehrlig

RECEIVED
OCT 24 1983
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up ____/____/____
Action

RESPONDENT: Contractor_____ Surveyor_____ State P. M._____

CONSTRUCTION SURVEY WORK STUDY

Pre-Advertisement Period

Prior to our advertising your project, were you aware of the proposed legislation to contract out State employee functions to the private sector?

If so, what were your feelings/opinions about this type of contracting?

Pre-Bid Period

What were your thoughts, perceptions, and feelings concerning the scope of the proposed work?

Did you attend the pre-bid conference?

CONSTRUCTION SURVEY WORK STUDY (Continued)

Pre-Construction Conference

After the pre-construction conference, were your perceptions of what was expected of you during construction the same as after the pre-bid period?

Construction Period

How do you feel about doing this survey work?

CONSTRUCTION SURVEY WORK STUDY (Continued)

Construction Schedule

Are you experiencing difficulties coordinating survey work with construction work?

How do you feel your project is progressing? Do you anticipate any problems at this point?

At this point, are you in favor of contracting survey work?

October 12, 1983

Louis Townsend Contracting
1755 Pear Street
Baker, OR 97814

CON 5
#9693

Dear Mr. Townsend:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 9693 for work on the Ash Swale Bridge Section of FAS A-549 (Bethel Road) in Polk County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc

Encl.

cc: Heritage Insurance Company of America
c/o Surety Bond Specialists
7140 S.W. Fir Loop, Suite 201
Portland, OR 97223

bc: C. T. Keasey
Walt Hart
Robert Church
Jan Peterson
C. O. Fredrickson (contract signature pages attached)
Arvey Nelson

August 1, 1983

Robert Gormsen
Dept. of Transportation
121 Transportation Building
Salem, OR 97310

Dear Mr. Gormsen:

#9693

In accordance with the MBE Contract Goals for the Ash Swale Bridge the following companies will provide services as listed below:

Arrow Bros. Corp. (Minority Business Enterprise)
9450 SW Commerce Circle 503-682-2100
Wilsonville, OR 97070

No. 6	Temporary Guardrail Type 1 Modified, Reflectorized	163 x $16.50	=	$2,689.50
No.15	Guardrail Type 2A	100 x $19.00	=	$1,900.00
No.16	Guardrail Type 3	100 x $31.00	=	$3,100.00
No.17	Guardrail Anchor Type 1	4 x $330.00	=	$1,320.00
No.18	Rail End Pcs., Type C	4 x $80.00	=	$ 320.00
No.19	Type 2 Fence	540 x $4.00	=	$2,160.00
No.30	Metal Rail with Tubing	163 X $37.00	=	$6,031.00
				$17,520.50

The Lady's Construction Company (Woman-Owned Enterprise)
P. O. Box H 503-635-4067
West Linn, Oregon 97068

No. 3	Temporary Signs	167SF x $10.00	=	$1,670.00
No. 4	Temporary Barricades	2 x $50.00	=	$ 100.00
No. 5	Temporary Continuous Rail Traffic Barrier, Reflectorized	200 LF x $7.00	=	$1,400.00
No. 8	Temporary Plastic Safety Mkrs	4 x $32.00	=	$ 128.00
				$3,298.00

Sincerely,

Louis Townsend

Louis Townsend, Owner
Louis Townsend Contracting
1755 Pear Street
Baker, OR 97814

RECEIVED
AUG - 1 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Kay Turner

September 1, 1983

DES 16

Oregon Division of State Lands
1445 State Street, N.E.
Salem, OR 97310

Attention: Marge Akers

OSHD Permit No. 367
Ash Swale Bridge Section
Bethel Road (FAS A549)
Polk County

Here is the signed application along with Purchase Order No. H245896 for the $100 fee for the above permit.

Since our original permit application, the project has been revised to include a detour. The detour will include the placement of two 48-inch culvert pipes in the stream. Granular embankment will be used to fill around and over the pipes. The detour will be removed when the new bridge is complete. The granular embankment quantity will be approximately 60 cubic yards. Please include the detour in the authorized work. The detour proposal has been discussed with your Mr. Bill Parks and after his conversation with the Department of Fish and Wildlife, he gave verbal approval.

Please call if you have any questions.

J. H. Versteeg
Road Design Engineer

By
ORIGINAL SIGNED BY
DONALD L. TROUT

Donald L. Trout
Final Project Coordinator

DLT:kkr

Attachments

bc: C. O. Fredrickson (w/copy of application)
Arvey Nelson (w/copy of application)

9693

August 29, 1983

Board of County Commissioners
Polk County
13885 Webb Lane
Dallas, OR 97338

AGR 4

Attention: Violet Siddall Starks
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 7274

Gentlemen or Ladies:

Attached for your files is a fully executed copy of a letter-form supplemental agreement concerning the method of payment for construction engineering furnished by the contractor on the Ash Swale (Bethel Road) Bridge on FAS-A549 in Polk County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Cormsen
COMMISSION SERVICES

Att.

bc: Don Harwell (agree. att.)

FKN:kjm

.9613

REYNOLDSON

8-17-83

IRREVOCABLE
LIMITED POWER OF ATTORNEY
LOCAL GOVERNMENT INVESTMENT POOL #4097

The Polk County hereby appoints the
Local Government Unit
Investment Manager of the Oregon State Excess Fund, as attorney in fact for it and said officer shall have the power of attorney to negotiate warrants made payable to the Oregon State Department of Transportation, Highway Division and delivered to said officer by either H. S. Coulter, State Highway Engineer; Vernon E. Skoog, Highway Division Controller; Frank R. Griffin, Highway Division Assistant Controller; or Richard Hacek, Highway Division Assistant Controller for the State of Oregon, for the purpose of depositing the proceeds of such warrents to the account of the Oregon State Department of Transportation, Highway Division, with the Oregon State Treasurer.

The County has deposited with
Local Government Unit
the State of Oregon Investment Pool the sum of $ 12,720.00. The purpose of this deposit is to create a fund from which to pay its share of the cost of certain improvements to be made in connection with Ash Swale (Bethel
Project Name
Road) Bridge Section - Project No. RS-A549(2)

By this document it authorizes the Highway Division of the State of Oregon, Department of Transportation to draw on the account created by this instrument for the purposes above stated with the State Excess Fund. The authorized signatures of withdrawal will be one of any of the following: H. S. Coulter, Vernon E. Skoog, Frank R. Griffin, or Richard J. Hacek. The signature of either upon a voucher in a form acceptable to the custodians of the State Investment Pool shall constitute proper authority for the withdrawal of money up to the total amount of the deposit identified above.

The authorized signatures of the above individuals shall be furnished by the Highway Division of the Department of Transportation to the State Treasury Department.

This power of attorney was authorized by Polk County Board
Local Government Unit
of Commissioners

this 17th day of August, 1983 by a vote of the majority of a quorum of its governing body.

Benj. F. Magill, Chairman

Henry A. (Hank) Dougherty, Commissioner

Robert C. Landon, Commissioner

Form No. 734-

7673

August 1, 1983

Polk County Court
of Commissioners
Courthouse
Dallas, Oregon

Attn: Mr. Ralph Blanchard
Director of Public Works
750 [illegible]
Dallas, OR 97338

Gentlemen:

On July 26, 1983 the Highway Division received a satisfactory bid from Louis Townsend Construction Company, 1755 Four St., Baker, OR 97814 for the Ash Swale (Bethel Road) Bridge Section on FAS-A549. This is an FAS-C Project No. RS-A549(2). The County's advance deposit based upon the contractor's bid will be:

Note: County will be responsible for the 3% match of the 8% for the construction engineering. All the match for the remaining engineering costs, up to 15%, and any non-participating engineering charges are State costs.

Contractor's Bid	$140,842.05
Temporary Pavement Striping	2,300.00
Roadside Seeding and Mulching	500.00
Stream Crossing Gates	1,900.00
4 1/2% Contingencies	6,531.39
8% Engineering	11,611.36
TOTAL CONSTRUCTION COST	$163,284.80
Est. PE Costs	15,000.00
Est. Total Project Cost	$178,284.80

County Share of Project Cost is 6% of $178,284.75 = $10,697.09

By rounding, the County advance deposit will be $10,700.00

We will award the contract when we receive your advance deposit, which should arrive in this office no later than August 19,1983.

You may use one of the three options for payment described in the attachments.

Very truly yours,

ORIGINAL SIGNED BY
GARY A. POTTER

Gary A. Potter, Manager
Program Section

HR:pf
Attachment

bcc w/AD # 83-60: Phil Stearns, Region 2
Vern Skoog - Please return completed AD # 83-60 when advance deposit is received.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. RS-A549(2)		
2. STATE PROJECT NO. See below		
3. FROM: Dale E. Wilken, Division Administrator, FHWA - Oregon Division	4. PROGRAM NO.	2A. COUNTY NAME: Polk
	5. ITEM NO. 30017	

6. TO

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
7/6/83	Secondary A549	County Road

10. GENERAL LOCATION:

Ash Swale Bridge Section (Bethel Rd)

11. GENERAL DESCRIPTION OF WORK

Structure

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Potter's letter of 7/5/83, you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $203,865, Federal funds $179,700 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

I accept the certification of Mr. Rod Henry dated 6/29/83 that provisions of FHPM 7-5-1 have been complied with.

RECEIVED
STATE HWY ENGR
JUL 15 '83
REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
7/6/83	G. K. Hansen	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

1673

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION

In Reply Refer to
File No.:

PRO 6-2

Date: June 28, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 30017
Project No. RS-A549(2)
Ash Swale Bridge Section
Polk County

Attached support data consists of PR-1 form and project map for the subject project.

It is the Oregon State Highway Division's present intention to receive bids for this project on July 28, 1983.

A copy of the State Clearinghouse A-95 conclusions was forwarded previously.

JLG:bks
Attachments

cc: C.O. Fredrickson (Region 2)
H. Reynoldson w/att.
General Files

734-1839

Budget Bureau No. 41-R2067; Approval

U.S. DEPARTM
BUREAU

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

June 28, 1983

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2 | REPORT NUMBER (19)(20) | PROJECT LOCATION (45 typewriter spaces) 21 68: Co. Rd., Approx. 8 mi N of Rickreall | ADT | PRESENT: 640 DHV 75 | FUTURE YEAR: ---- (66) (70) ---- (71)(72) | REGION: 10 | STATE NAME: Oregon | STATE CODE: 41 (2)

CARD 3 | CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62: One Bridge | NATL. FOREST (63)(65) | FH ROUTE NO. (66)(69) | SUPV ABCT (69) | DA CLASS F. (70) | DA AREA (71) | EMERG. YR. (72)(73) | PL. AUTH YR (74)(76) | PROJECT NUMBER: PREFIX LETTER(S) 14 28: RS- | NUMBER 7: A549 | SEQ. NO: (2)

CARD 4 | CLASS OF FEDERAL FUNDS: Rural Secondary | COUNTY NAME: Polk | CODE: 053 (14)(16) | NAME OF URBAN AREA 17-31: ---- | ROUTE NO. S | FEDERAL-AID: A549 (32) | STATE: Co. Rd. (36)(37) | U.S.: ---- (41)

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK: CLASS (42)	WORK: TYPE (43 46)	WORK: STEP (53)	TERMINI (Full description)	MILES (54)(58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS (67)(70) 88.15%	STATE FUNDS	OTHER FUNDS: County	
1													
5					PE								
5					ROW								
5					CONST (CODE) X080		"Ash Swale Bridge Sec."	0.014	211,000	186,000	12,500	12,500	ROW-60 Access Parkin none.
							PROJECT TOTALS	0.014	211,000	186,000	12,500	12,500	

(16) (23)(24) (33)

CARD 1 | CODE 1 | PREPARED BY: JLG

1 | 14 | PROGRAM APPROVAL DATES: 11-16-82, 03-01-83

REMARKS

Additional Data: Item No. 30017; Proje
No. RS-A549(1).

5271988

USCOMM D

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

June 28, 1983

PROJECT LOCATION (45 typewriter spaces): Co. Rd., Approx. 8 mi N of Rickreall

ADT: PRESENT 640 DHV 75 | FUTURE ---- | YEAR ----

REGION: 10

STATE NAME: Oregon | STATE CODE: 41

APPN CODE: 075 | ITEM NO.: 30017

POSED WORK (35 typewriter): idge

NATL. FOREST:

FH ROUTE NO.:

SUPV AGCY:

DA CLASSIF.:

DA AREA:

EMERG. YR.:

PL. AUTH YR.:

PROJECT NUMBER: PREFIX LETTER(S): RS- | NUMBER: A549 | SEQ. NO.: (2)

I. Project Only: POST MI.: | DESIG.:

FUNDS: Rural Secondary

COUNTY NAME: Polk | CODE: 053

PROGRAM STAGE: ☐ 1 OR ☐ 2

EA: ----

ROUTE NO. S | FEDERAL-AID: A549 | STATE: Co. Rd. | U.S.: ----

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS 88.15%	STATE FUNDS	OTHER FUNDS County	CHARACTER OF PROPOSED WORK (Full description)
PE								
ROW								
CONST (CODE) X080		"Ash Swale Bridge Sec."	0.014	211,000	186,000	12,500	12,500	ROW-60' normal; Access Control-none; Parking Restrictions-none.
		PROJECT TOTALS	0.014	211,000	186,000	12,500	12,500	

ED BY: JLG

M APPROVAL DATES: 11-16-82; 03-01-83

REMARKS: Additional Data: Item No. 30017; Project No. RS-A549(1).

-over

USCOMM DUSCOMM-DC 48903-P61

Project Data: The project consists of: 1) remove existing structure 53C27; 2) construct on existing alignment a prestressed concrete slab span bridge (No. 10096A) 76 feet long with horizontal clearance of 31.5 feet; 3) construct approach roadways as required; 4) install guardrail as directed; 5) adjust utilities as necessary; and 6) incidental work common to this type of construction.

Exceptions to Minimum Design Standards: FHWA in their memorandum (HFO.2-OR), dated 5/10/83, concurred in a 32 foot wide bridge rather than a 34 foot width required by the design standards.

Maintenance and Accommodation of Utilities: A State-County agreement No. 7774 complying with Section 116, Title 23 USC and paragraph 6d(1) of PPM 30-4.1 (FHPM 6-6-4-3) respectively, was executed 11/23/82.

Note: Project is in Congressional District No. 1.

Section Ash Swale Bridge Programming Estimate $ 310,000

Highway FAS A-549 (Bethel Road) Proje Length 0.13 mi

1693 6-28-83

County Polk Completion Time 130 CD

Kind of Work Grading, Paving and Structure Est. Comp. Date 1-5-84

Prefix 527-1988-921 Letting Date July 28, 1983 Project No. RS-A-549(2)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 175,317.00

Anticipated Additional Items:

Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	2300	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished _____		
Roadside Seeding & Mulching	500	
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x ____ hrs.)		
State Responsibility for Damages		
Signal Controller Testing		
"OPTICOM" Testing		
Bikeway Signs		
Bikeway Striping & Legend		
Stream Crossing Gates	1500	
Adjust Utilities:		
	Subtotal	$ 4300.00

To Phil by 28 June 83

Subtotal	$	179,617.00
Contingencies (4-1/2%)		8082.77
Engineering (5.9, ~~10%~~)		16,165.53
Subtotal	$	203.865.30
Credit for _____		
Estimated Net Authorization, Construction	$	203,865.30
Est. PE Costs		15,000.00
Est. total Project Cost		218,865.30
County share of Costs (6% of 218,865.30)		13,131.90

APPROVED

Road Design Engineer

Rev. 11/81

Section Ash Swale Bridge — Programming Estimate $ 310,000

Highway FAS A-549 (Bethel Road) — Proje Length 0.13 mi

County Polk — Completion Time 130 CD

Kind of Work Grading, Paving and Structure — Est. Comp. Date 1-5-84

Prefix 527-1988-921 — Letting Date July 28, 1983 — Project No. BR-A-549(2)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 175,317.00

Anticipated Additional Items:

Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	2300	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished _____		
Roadside Seeding & Mulching	500	
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x ____ hrs.)		
State Responsibility for Damages		
Signal Controller Testing		
"OPTICOM" Testing		
Bikeway Signs		
Bikeway Striping & Legend		
Stream Crossing Gates	1500	
Adjust Utilities:		
		$ 4300.00

Subtotal	$	179,617.00
Contingencies (4-1/2%)		8082.77
Engineering (6.9, 10%)		16,165.53
Subtotal	$	203,865.30
Credit for _____		
Estimated Net Authorization, Construction	$	203,865.30

APPROVED _____

_____
Road Design Engineer

Rev. 11/81

~~SUMMARY BID SCHEDULE~~ COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

Section	County	Sheet	of
Ash Swale Bridge	Polk	1	2

Kind of Work	Length	Date	Name
Grading, Paving	0.13	6-22-83	~~A~~ LACHLY

No.	Item	Code	Unit	Quant.	Unit Cost	Total
	- COST ANALYSIS UNIT. 23 June 83					
	THIS ENGINEERING ESTIMATE IS PRICED FOR BIDDING 7-28-83					
	Mobilization		Lump Sum	All	Lump Sum	14,000
	Temporary Protection and Direction of Traffic		Lump Sum	All	Lump Sum	3415.00
	Temporary Signs		Sq Ft	167	6.00	1,002.00
	Temporary Barricades		Each	2	80.00	160.00
	Temporary Continuous Rail					
	Traffic Barrier, Reflectorized		Lin Ft	200	8.00	1,600.00
	Temporary Guard Rail, Type 1,					
	Modified, Reflectorized		Lin Ft	163	12.00	1,956.00
	Temporary Traffic Signal Installation		Each	1	20,000.00	20,000.00
	Temporary Plastic Safety Markers		Each	4	80.00	320.00
	Flagmen		Hour	200	15	3,000
	Construction Survey Work		Lump Sum	All	Lump Sum	7,000
	Roadwork					
	Toe Trench Excavation		Cu Yd	78	10	780
	Embankment in Place		Cu Yd	573	10	5730
	Aggregate Base		Ton	843	10	8430
	Class "F" or Class "C" Asphalt Concrete		Ton	292	40	11 680
	Guard Rail, Type 2A		Lin Ft	100	15	1500
	Guard Rail, Type 3		Lin Ft	100	26	2600
	Guard Rail Anchors, Type 1		Each	4	350	1400
	Rail End Pieces, Type C		Each	4	85	340
	Type 2 Fence		Lin Ft	540	4	2160
	Extra for Asphalt Approaches		Each	4	150	600

~~SUMMA~~ ~~BID SCHEDULE~~ COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

Section	County	Sheet	of
Ash Swale Bridge	Polk	2	2

Kind of Work	Length	Date	Name

No.	Item	Code	Unit	Quant.	Unit Cost	Total
	Loose Riprap, Class 50		Cu Yd	183	20	3 660
	structure					
	Bridge Removal Work		Lump Sum	All	Lump Sum	8,000.00
	Structure Excavation		Cu Yd	40	15.00	600.00
	Furnish Pile Driving Equipment		Lump Sum	All	Lump Sum	12,000.00
	Furnish Prestressed Concrete Piling		Lin Ft	608	15.00	9,120.00
	Drive Prestressed Concrete Piles		Lin Ft	~~480~~ 524	4.00	~~1,920.00~~ 2,096.00
	Structural Concrete, Class 3300 (20 yd³ @ 290)		Lump Sum	All	Lump Sum	8,120.00
	4' x 35'/40' Prestressed Slabs (4'×35'×1ft = 2128)		Each	16	2128.00	34,048.00
	Reinforcement (300 lb @ .50¢)		Lump Sum	All	Lump Sum	1,850.00
	Metal Rail with Tubing		Lin Ft	163	50.00	8,150.00
						175 317 ~~175 173~~

734-1736 (8-81)

9.21

5

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION

In Reply Refer to
File No.:

PRO 6-2

Date: June 28, 1983

To: Executive Department
Federal-Aid Coordination Unit

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Federal-Aid Funding Application

In compliance with Step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for Federal-Aid funding of the following:

Item No.	Project No.	Section Name & PNRS No.
30017	RS-A549(2)	Ash Swale Bridge #OR 820601-007-2

JLG:bks
Enc.
cc: Dale E. Wilken, FHWA
General Files

734-1839

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 27, 1983

In Reply Refer to
File No. DES 23
10096A

Clarence Swenson
Polk County Engineer
County Shops
Dallas, OR 97338

Construction Engineer Costs
Ash Swale Bridge
Bethel Road, Polk County
BR 10096A

The Ash Swale Bridge project has been selected for inclusion in a trial program which will require the contractor to furnish a major portion of the construction engineering. The project will be monitored by the State, and periodic checks and reviews made to insure the accuracy and quality of the contractor-supplied engineering.

In order that the County's obligation for engineering charges be limited, we propose to set the cost of construction engineering in which Polk County participates at a maximum of eight percent of the contract amount. The County's twenty percent share of any engineering charges in excess of eight percent, up to the FHWA limit of fifteen percent, will be borne by the State. Engineering charges in excess of the maximum fifteen percent FHWA participation level will be borne by the State.

If this is acceptable, please sign and return one copy of this letter.

H. S. Coulter
State Highway Engineer

APPROVED:

Polk County

Original Files
H. S. Coulter
Mart
7/19

Form 734-3122

9693

OREGON STATE HIGHWAY DIVISION
120 DOT Building
Salem, Oregon 97310

6-15-83

Highway # 527

Attention: Right-of-way Section

Subject: Federal Aid Project No. RS-A549(1) Prefix 527-1988

Project Name Ash Swale Bridge #53C27

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after Jaunuary 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidential charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

PROGRAM SECTION
MANAGER _____ PROJECT UNIT _____
JUN 20 1983
MAN. ASSIST. _____ PROGRAM UNIT _____
REFER TO _____
FOR _____

C. Utilities

☐ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Dallas, Oregon, this 8th day of June, 1983

County of Polk

Certified By:

Virgil Wilson
Regional Right-of-Way Supervisor
Date 6/15/83

Benj. F. Maxfield
County Judge/Chairman

Commissioner

Robert C Landon
Commissioner

Instructions: Complete A or B and C.
R/W File No. _____
Rev. 1/81

STATE OF OREGON
Highway Division - Region II

INTEROFFICE MEMO
378-2626

TO: Hal Versteeg
ROAD DESIGN ENGINEER

DATE: June 14, 1983

FROM: G. W. Wimer
REGION CONSTRUCTION ENGINEER

SUBJECT: Contractor Provided
Construction Work Survey

Steve Macnab suggested we write to you with our concerns about the "Contractor Provided Construction Work Survey" rough draft specification with respect to Local Government projects:

1. Does this proposal violate the consultant selection process? Construction engineering is a service to be provided and not a regular bid item.

2. Of most concern is the selection of a local agency project to experiment with this special provision. The provision violates the existing construction-finance agreement, which provides for State to perform construction engineering. The policy statements for each funding system specify the methods of performing engineering and would have to be revised.

3. The opportunity for exceeding the 15-percent limitation for construction engineering is great. A Project Manager would be assigned to monitor the contractor or consultant and would job charge. This may also be considered "double engineering." The contractor may bid excessively on engineering since it's an unknown.

4. Finally, and most importantly, the local agency has not been given the opportunity of choice.

Region Office strongly recommends you do not proceed with this specification included in the Ash Swale Bridge project.

In the event Region's recommendation is not followed, it is recommended the construction-finance agreement be revised so the State is responsible for engineering costs exceeding 15 percent, and for 100 percent of any other non-participating costs incurred because of the special provision.

GWW:POS/bah

81-125-1307

9693

June 14, 1983

Ralph Blanchard
Polk County Roadmaster
P. O. Box 12
Dallas, OR 97338

DES 16

Versteeg
Anderson
Adams
Macnab
Stoudenmeyer
Terpin
Trout
Wakerlig

RECEIVED
JUN 15 1983
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up
Action

Cost for Right-of-Way Fence
Ash Swale (Bethel Road) Bridge
Bethel County Road FAS A549
Polk County

North Side

11 Rods of Type II Fence @ $42.00	=	$ 462.00
* 1 Floating Swing Fence Design and Construction		$ 770.00

South Side

22 Rods of Type II Fence @ $42.00	=	$ 924.00
* 1 Floating Swing Fence Design and Construction		$ 770.00
		$2,926.00
Allowance - 12%		354.00
TOTAL		$3,280.00

* "Floating Swing Fence" is used where a fence crosses over a low area that floods in rainy season, allowing debris and trash to move through but restrains animals from passing during dry season.

W. E. Cole
Design Supervisor
Final Design Unit

bc Virgil Broadwater
Arvey Nelson

VB:ja

9613 — A549

COUNTY COURTHOUSE
ROOM 206
DALLAS, OREGON
97338-3172

DALLAS 623-9258
SALEM 370-2506
INDEP.-MONM. 838-0580
EXT. 506

Polk County Surveyor

C. RALPH BLANCHARD

1 Versteeg ✓
Anderson
2 Adams
3 Bellamy
Eisenmeyer
Trout 10
Wakerlin

ROAD DESIGN SECTION

REGION 2 ENGINEER
RECEIVED
JUN 16 1983
RLE RE RCE RME RTE ULE GEO RSO ENV RFE 5

June 14, 1983

Mr. Phil Stearns
Region II Federal Aid Specialist
Highway Division
2960 State Street
Salem, Or. 97310

Dear Phil:

It has come to my attention that our Ash Swale Bridge Project is to be a part of an experimental project to determine how contracted construction surveying work will turn out.

While I don't pretend to know all the problems ODOT will face when they try to implement this process, one concern stands out loud and clear. Local jurisdiction may be required to pay more than they would under regular procedures.

My particular county is in no financial position to "sweeten the pot" for AGC.

It would seem prudent to me to place an upper percentage limit of this item. If you cannot do that, could you guarantee local governments that at least our share wouldn't exceed a certain percent? ODOT should certainly have plenty of past comparative history to draw on for this fairly simple job.

Thank you in advance for anything you can do to prevent a problem for us to pay for.

Taken care of 6-23-83 NL

APPROVED

E. S. Hunter

Date 6-20-83

RECEIVED
TECHNICAL SERVICES
JUN 20 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Very truly yours,

C. Ralph Blanchard,
Polk County Surveyor and
Roadmaster

Versteeg
We cannot
CRB:g
experiment on
county & city money
Ed
cc Cotter 6-20-83

cc Bothman
Hunter
Steve Machlib

PROGRAM SECTION
MANAGER GLC PROJECT UNIT
JUN 1 1983
MAIL ASSIST. PROGRAM UNIT
REFER TO
FOR

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

TO: Robert N. Bothman
Assistant State Highway Engineer

DATE: June 7, 1983

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Construction Engineering by Contract

The Highway Division has elected to include a portion of the construction engineering in the contract for five selected projects on a trial basis. Two of the selected projects, Ash Swale Bridge in Polk County and Wallowa River (Stein) Bridge in Wallowa County, are local option projects in which the counties participate with local funds. The State has agreed to furnish the construction engineering for both of these projects, and the work may be accomplished by the use of state forces, by contract or by any combination of these methods, as the State shall elect.

Some Region personnel are concerned that the decision to contract may cause overruns of the FHWA allowable 15 percent for construction engineering.

The Ash Swale Bridge is an FAS-C project in which the State and the County share the local match equally. Overruns are adequately covered by the statement that "Construction engineering costs in which federal-aid funds do not participate will be shared equally by the State and the County".

The Wallowa River (Stein) Bridge project, however, is a local option Highway Bridge Replacement project in which the County is required to provide 100 percent of the local matching funds. The agreement states that ".....the County shall contribute 100 percent of the difference between the actual total cost of the project and the amount contributed by the Federal Highway Administration".

This office suggests that, when the State has agreed to furnish construction engineering and then contracts a portion of such services, it would be fair and equitable to include the following statement:

"In the event that the State contracts a portion of the construction engineering services, overruns of such services in which federal-aid funds do not participate will be shared equally by the State and the County".

Please advise this office if we may adopt such a policy.

MCH:pf

cc: E. S. Hunter
Jack Sollis

RECEIVED
TECHNICAL SERVICES
JUN 8 '83
REFER TO
FOR
Info
Invest
R/D
D/R
Sign
Act
File

9693

6-1-83

OREGON

TRANSPORTATION

BRIDGE DIVISION

PROPOSED PROJECT

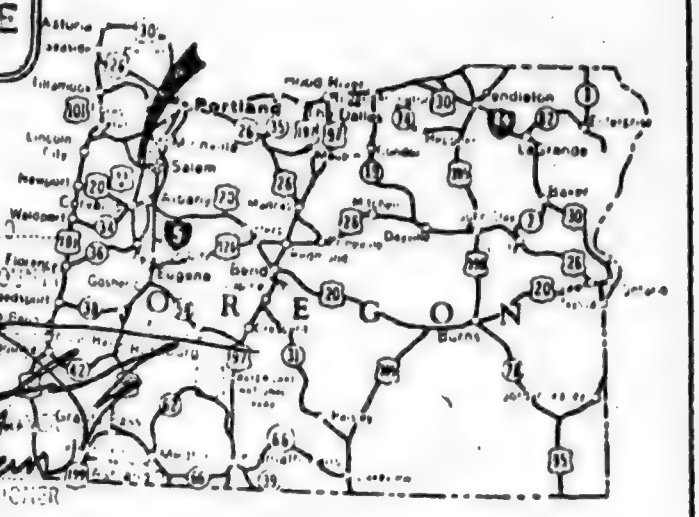
BRIDGE SEC.
(BETHEL ROAD)
COUNTY

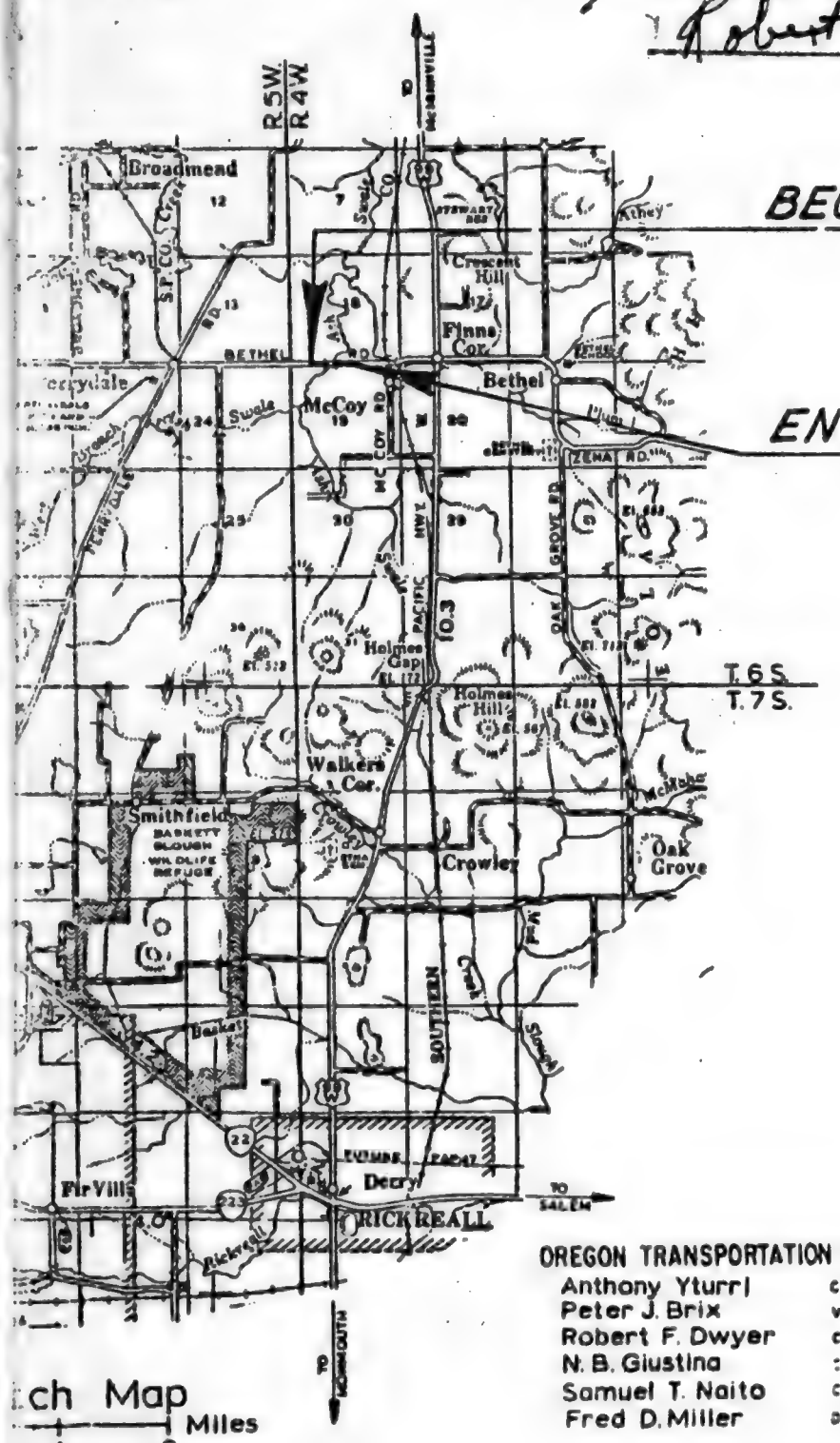
ASH SWALE BRIDGE SEC. (BETHEL ROAD) POLK COUNTY				SHEET No. 1
FED ROAD Dist. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

FAS

PRELIMINARY COPY
MAY 16 1983
SUBJECT TO CHANGE
FINAL DESIGN UNIT

APPROVED 6-1-83
BOARD OF COMMISSIONERS OF POLK COUNTY
BY Dewey A. Wright
Robert C. Louden
COMMISSIONER





BEGINNING OF PROJECT
Sta. 47+80

END OF PROJECT
Sta. 54+40

Index Map
1 2 Miles

REGISTERED PROFESSIONAL ENGINEER 4478 OREGON OCT 30 1980 H. S. COULTER

REGISTERED PROFESSIONAL ENGINEER 4882 OREGON MAY 13 1980 EDGAR S. HUNTER

H. S. Coulter — STATE HIGHWAY ENGINEER

E. S. Hunter — ASSISTANT STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Peter J. Brix	VICE CHAIRMAN
Robert F. Dwyer	COMMISSIONER
N. B. Giustina	COMMISSIONER
Samuel T. Naito	COMMISSIONER
Fred D. Miller	DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED

FIELD OPERATIONS ENGINEER — DATE

1693

STATE OF OREGON

INTEROFFICE MEMO

TO: C. O. Fredrickson
Region II Engineer

DATE: May 25, 1983 DES 23
10096A

FROM: ORIGINAL SIGNED
K. A. KAMADOLI
Kamal A. Kamadoli, P.E.
Principal Structural Design Engineer

SUBJECT: Ash Swale Bridge
Ash Swale Bridge Section
Bethel Road
Polk County
BR 10096A

Attached are two reduced prints of Drawings 38356-38359 which are the advance detail drawings for the subject structure.

Our present estimate of costs for the proposed contract is as follows:

Roadwork	$57,300
Structure	120,100
20% Engineering and Contingencies	35,500
TOTAL	$212,900

It is planned to call for bids on this section on July 28, 1983. Please make a field review and return one set by June 10, 1983 with your comments and/or corrections noted.

JLG:jrb

Attachments

cc: Clarence Swenson, Polk County Engineer /w/ 2 sets
H. A. Schell, FHWA /w/ 2 sets
Specifications /w/ 1 set plus estimate sheet (unchecked) and designer's notes
Construction /w/ 1 set
Utilities /w/ 1 set
Project Management
Engineering /w/ 1 set
Gerald Wimer /w/ 2 sets (for Project Manager's use)

PROGRAM SECTION
MANAGER _____ PROJECT UNIT 5
MAY 2 6 1983
MAIL. ASSIST. _____ PROGRAM UNIT _____
REFER TO _____
FOR _____

Contains Recycled Materials
81-125-1387

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project RS-A549(1)
Ash Swale (Bethel Road) Bridge Section
Polk County

NOTED
H.S.COULTER

Date: May 10, 1983

From: Division Administrator

Reply to Attn. of: HFO.2-OR

To: Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

Mr. D. E. Swan's April 19, 1983, letter on the subject project proposed to construct a bridge 32 feet in width rather than a 34 foot width required by the design standards.

The bridge is located on a rural, low volume road, 26 feet in width. The County has no future plans for widening this roadway.

I concur in the proposed exception to the minimum design criteria for this project.

For Dale E. Wilken

cc:
OSHD (D E Swan)
OSHD (G Potter)

RECEIVED
STAT HWY ENGR
MAY 19 '83
REFER TO
FOR
Info | Ltr | R/D | D/R | Sign | Act | File

2613

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 8

TO: F I L E S

DATE: April 20, 1983

FROM: Gene M. Finley, P.E.
Hydraulic Design Engineer

SUBJECT: Ash Swale Bridge
Bethel Road (FAS A549)
Polk County

The proposed project will replace an existing 94-foot long, four-span structure and will be placed on the same alignment.

HYDROLOGY

Ash Swale is a south-north tributary to Salt Creek and drains an area of approximately 19.2 square miles above the proposed bridge site. Since no stream gage data are available for Ash Swale, the Willamette River Basin, Zone III chart contained in the OSHD Hydraulics Manual was used to determine the frequency vs. discharge relationship listed below.

Recurrence Interval	Peak Discharge
100-year	3100 cfs
50-year	2700 cfs
25-year	2300 cfs
10-year	1900 cfs
5-year	1500 cfs

A highwater elevation of 155.7 feet (MSL) at the bridge side was established by the field crew from information supplied by local residents. This high-water is estimated to have been the 150-year flood with a peak discharge of 3300 cfs. Even though this flood did not reach the top of the existing bridge deck, it was so close that for practical purposes it is considered to be the overtopping flood.

HYDRAULIC DESIGN

The 25-year flood with a peak discharge of 2300 cfs was chosen as the design flood. The estimated highwater elevation during this flood is 153.2 feet.

Mr. Ralph Blanchard, County Surveyor for Polk County, stated that there has not been a debris problem at the bridge site. Debris should not be a problem in the foreseeable future either since a large portion of the Ash Swale Basin above the bridge site meanders through pastures and farm lands with relatively few trees and small amounts of brush along its banks. It would, therefore, be satisfactory to place a pier in the middle of the channel. It is suggested that the bottom of the proposed beams be no lower than the existing beams.

For the purpose of design, two types of structures were investigated: A two-span bridge with normal 1½:1 end slopes and a single-span bridge with vertical abutments. The skew angle of the proposed structure to the direction of flow should be approximately 30 degree.

The two-span structure with 1½:1 normal end slopes should have a net normal waterway opening of 450 square feet below the design highwater elevation of 153.2 feet (MSL). This waterway area is satisfied with a structure 76 feet long. Along the upstream embankments, the highwater would be 153.7 feet, which includes 0.5 feet of backwater. Average velocity through the structure would be 5.0 fps.

The single-span structure with the vertical abutments should have a normal waterway opening of 460 square feet below the design highwater elevation of 153.2 feet (MSL). This waterway area is satisfied with a structure 54 feet long. Along the upstream embankments, the highwater would be 153.7 feet which includes 0.5 feet of backwater. Average velocity through the structure would be 5.0 fps.

The following tabulation compares the proposed structures to the existing structure for the design, base and overtopping floods.

RIPRAP

For the 1½:1 normal end slope replacement structure, it is suggested that the fresh fill slopes be protected with a one-foot thick blanket of Class 50 loose loose riprap placed with a toe trench. A filter blanket will not be required.

For the vertical abutment replacement structure, it is suggested that the toe of the abutments be protected with a one-foot thick blanket of Class 50 loose riprap. A filter blanket will not be required.

GMF:ge
Attachment

cc/att Frank Terpin
Walt Hart
Jack Davis
Herb Schell, FHWA
Don Harwell
Don Adams
C. O. Fredrickson

PROGRAM SECTION
MANAGER ____ PROJECT UNIT ____
APR 21 1983
MAN. ASSIST. ____ PROGRAM UNIT ____
REFER TO ____
FOR ____

	DESIGN FLOOD			BASE FLOOD			OVERTOPPING FLOOD		
	76-Foot Two-Span	54-Foot Single-Span	EXISTING BRIDGE 94-Foot Four-Span	76-Foot Two-Span	54-Foot Single-Span	EXISTING BRIDGE 94-Foot Four-Span	76-Foot Two-Span	54-Foot Single-Span	EXISTING BRIDGE 94-Foot Four-Span
Recurrence Interval	25-year	25-year	25-year	100-year	100-year	100-year	180-year	150-year	150-year
Peak Discharge	2300 cfs	2300 cfs	2300 cfs	3100 cfs	3100 cfs	3100 cfs	3400 cfs	3300 cfs	3300 cfs
Design Highwater Elevation (MSL)	153.2 ft	153.2 ft	153.2 ft	154.6 ft	154.6 ft	154.6 ft	155.0 ft	154.9 ft	154.9 ft
Highwater Elevation Along Upstream Embankment Including Backwater (MSL)	153.7 ft	153.7 ft	153.7 ft	155.3 ft	155.4 ft	155.3 ft	155.7 ft	155.7 ft	155.7 ft
Normal Area Below Design Highwater	450*sq ft	460 sq ft	420*sq ft	530*sq ft	530 sq ft	500*sq ft	---	---	---
Normal Area Below Bottom of Beams	---	---	---	---	---	---	550*sq ft	530 sq ft	500*sq ft
Average Velocity	5.0 fps	5.0 fps	4.2 fps	5.6 fps	5.9 fps	4.8 fps	6.0 fps	6.2 fps	5.1 fps

* Does not include projected area of piers

4/20/83

HYDRAULIC DATA

	DESIGN FLOOD	BASE FLOOD	OVERTOPPING FLOOD	MAXIMUM FLOOD YEAR ( )
Discharge cfs / m^3/s	2300	3100	3400	
Frequency — yrs.	25	100	180	
H.W. Elevation ft. / Natural Channel m.	153.2	154.6	155.0	
H.W. Elevation ft. / Channel Change m.				
Average Velocity fps / mps	5.0	5.6	6.0	
Headwater Elevation ft. / m.	153.7	155.3	155.7	
Tailwater Elevation ft. / m.				

For Canals: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: 76-foot two-span bridge with 1.5:1 normal end slopes

OREGON DEPT. OF TRANSPORTATION
HYDRAULICS UNIT

ASH SWALE BRIDGE

BETHEL ROAD (FAS A549)

POLK COUNTY

COMPILED BY:	DATE:
GENE M. FINLEY	APRIL 21,1983

HYDRAULIC DATA

	DESIGN FLOOD	BASE FLOOD	OVERTOPPING FLOOD	MAXIMUM FLOOD YEAR ( )
Discharge cfs / m^3/s	2300	3100	3300	
Frequency — yrs.	25	100	150	
H.W. Elevation ft. / Natural Channel m.	153.2	154.6	154.9	
H.W. Elevation ft. / Channel Change m.				
Average Velocity fps / mps	5.0	5.9	6.2	
Headwater Elevation ft. / m.	153.7	155.4	155.7	
Tailwater Elevation ft. / m.				

For Canals: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: 54-foot single-span bridge with vertical abutments

OREGON DEPT. OF TRANSPORTATION
HYDRAULICS UNIT

ASH SWALE BRIDGE

BETHEL ROAD (FAS A549)

POLK COUNTY

COMPILED BY:	DATE:
GENE M. FINLEY	APRIL 21,1983

7693

April 19, 1983

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

Attn: Mr. William Kappus
Area Engineer

ORIGINAL SIGNED BY
D. E. SWAN

FROM: D. E. Swan
Project Unit Engineer

SUBJECT: Ash Swale (Bethel Road) Br. Section
FAS-A549
Polk County

Polk County has requested that the roadway on the subject bridge be reduced from the standard 34' to 32'. They feel that this is justifiable and in public interest because the roadway width on either side of the bridge is 32 feet, and the County has no future plans for widening this roadway. The County also feels this extra 2-feet is an unnecessary expense.

We feel the County's request is justifiable and request your consideration and concurrence.

HR:pf

cc: Walt Hart
Phil Stearns

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: March 22, 1983

FROM: for Robert N. Bothman
Assistant State Highway Engineer

SUBJECT: Proposed FAS-C Project
Ash Swale (Bethel Road) Bridge Section
(McCoy Br.) FAS-A549
Polk County

Polk County is requesting a bridge replacement project for the Ash Swale Bridge on FAS-A549. Structure is to be approximately 95 feet long with a 36' roadway. The County will pave the bridge deck, construct the approaches, remove the existing bridge, be responsible for the detour. Engineering by County and State. PE was approved by the OTC on 23rd day of September, 1982.

JURDISDICTION	SECTION	TOTAL FUNDS	FEDERAL FUNDS	STATE FUNDS	COUNTY FUNDS
Polk Co.	Ash Swale (Bethel Road) Bridge Section FAS-A549 Construction	$310,000	$272,800	$18,600	$18,600

The Region and this office have investigated this proposed project confirming its validity and financing under the FAS-C program. I recommend your approval and request you authorize this project under delegated authority.

resp to Harmon
cy Potter
file
3-25

APPROVED BY:

NOTED
W. E. SCHWARTZ

for State Highway Engineer

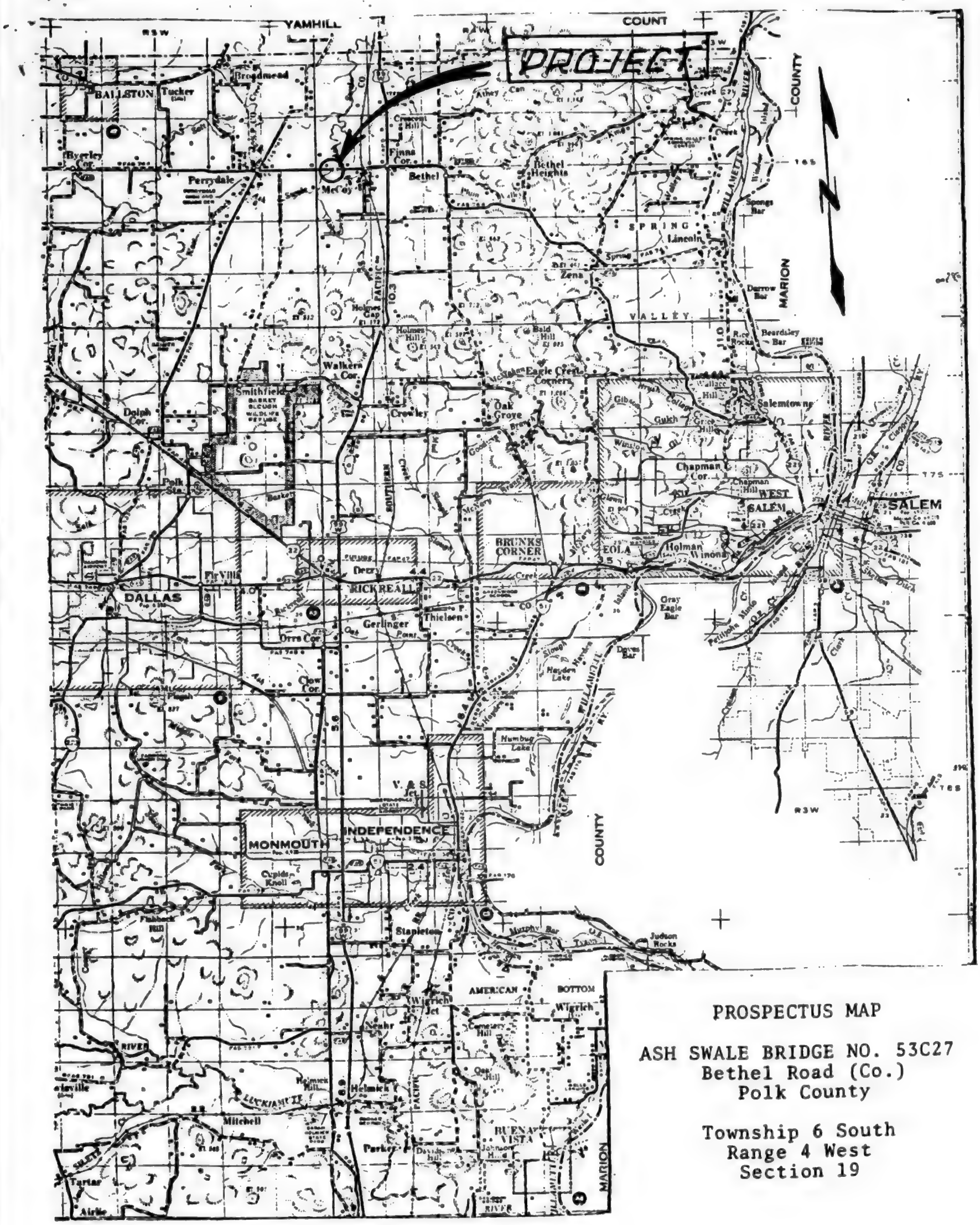
Date 3-24-83

RECEIVED
STATE HWY ENGR
APR 4 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

D. E. Swan-Please Program & Update PMS.
Fred Miller
L. W. Rulien
Robert N. Bothman
E. S. Hunter
W. E. Schwartz
Gary Potter
Cam Gilmore
C. T. Keasey
George Bell
F. E. Terpin
W. J. Hart
Roger Trygstad
Don Adams
Steve Macnab
John Scofield
George Wills
Phil Lewellyn
Don Aman

Region 2:
C. O. Fredrickson
Phil Stearns
Virgil Wilson

J. H. Versteeg
L. E. George



PROSPECTUS MAP

ASH SWALE BRIDGE NO. 53C27
Bethel Road (Co.)
Polk County

Township 6 South
Range 4 West
Section 19

1673

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

March 2, 1983

PRO 6-2

To: Dale E. Wilken, Division Administrator
Federal Highway Administration

From: D. E. Swan, P.E.
Acting Program Section Manager

Subject: Program Change
Project No. SOS-2601(4)
S.W. 9th Place - S.W. 8th Ave. (Portland) Sec.
Multnomah County

I request your approval of a program change on the subject project to delete the construction phase from the charactor of proposed work which will result in a release of $26,100 in obligated federal funds.

This action was requested by the city of Portland when it was determined during the preliminary engineering investigation that excessive costs would be involved therefore, the project should be terminated and the remaining funds utilized on other construction projects in the Portland area.

Enclosed is a revised project agreement estimate and modification of project agreement which reflects this change.

DES/blm
Enclosures
cc: H. Reynoldson
General Files

Form 734-3122

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDU( )COST ESTIMATE
PROPOSAL ... (3-Span Bridge)

( ) February 28, 1983

Section Ash Swale (Bethel Rd) Bridge County Polk

...e of Work Grading, Paving, Structure Length 320 lin ft Name Don Thurston
by EHW

No.	Item	Code	Unit	Quantity	Unit Cost	Total
1	Mobilization (9%)	111	L.S.			21,362
2	Temporary Protection and Direction of Traffic (3%)	111	L.S.			6,898
3	Temporary Signs	111	sq ft	214	6.00	1,284
4	Temporary Barricades, Type III	111	ea	8	80.00	640
5	Temporary Guardrail	111	lin ft	94	13.00	1,222
6	Temporary Concrete Barrier, Refl.	111	lin ft	150	20.00	3,000
7	Flagger	111	hr	104	20.00	2,080
8	Earthwork	203	L.S.			3,500
9	Cement Treated Base Mixture	308	ton	453	15.00	6,795
10	Cement in CTB	308	ton	25	80.00	2,000
11	Asphalt Concrete, Class 'B'	403	ton	187	34.00	6,358
12	Asphalt in Seal Coat	403	ton	1	250.00	250
13	Aggregates in Chip Seal	406	cu yd	5	15.00	75
14	Guardrail, Type 2A	606	lin ft	300	9.00	2,700
15	Guardrail, Type 3	606	lin ft	100	28.00	2,800
16	Guardrail Anchors, Type 1	606	ea	4	300.00	1,200
17	Guardrail End Pieces, Type 'C'	606	ea	4	85.00	340
18	Structural Excavation (Ret. Wall)		cu yd	62	20.00	1,240
19	Structural Concrete in Ret. Wall		cu yd	27	230.00	6,210
20	Reinforcement in Retaining Wall		lb	740	0.70	518
21	Bridge Removal - 94 x 24		sq ft	2,256	5.00	11,280
22	Structure - 104' x 32' (3-span)		sq ft	3,328	41.00	136,448
23	Extra for Stage Construction		L.S.			20,000
24	Temporary Traffic Signal		L.S.			20,000
	Subtotal					(258,200)

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDUL( )COST ESTIMATE
PROPOSAL ..1 (3-Span Bridge)

Sheet 2 of 2
D( ) February 28, 1983

Section Ash Swale (Bethel Rd) Bridge County Polk

...1 of Work Grading, Paving, Structure Length 320 lin ft Name Don Thurston
by EHW

No.	Item	Code	Unit	Quantity	Unit Cost	Total
	SUBTOTAL					(258,200)
	Engineering and Contingencies - 20%					51,800
	TOTAL					$310,000
	Items 1-17 unit costs from Bruce Walston - 2/24/83					
	Items 21-23 unit costs from Jim Chidsey - 2/24/83					

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE COST ESTIMATE

Sheet 1 of
Date 24 Feb 83

Section Ash Swale (Bethel Rd.) Bridge County Polk

Type of Work Grading Paving Structure Length 320 L.F. Name Don Thurston

Item 1-17 Unit Costs From Bruce Walton 24 Feb 83 By EHW
" 18-20 " " " Jim Chidsey

No.	Item	Code	Unit	Quantity	Unit Cost	Total
1	Mobilization (9%)	111	L.S.			15,160
2	Temporary Protection And Direction Of Traffic (3%)	111	L.S.			4906
3	Temporary Signs	111	Sq Ft	210	6	1260
4	Temporary Barricades Type III	111	Ea.	8	80	640
5	Temporary Guard Rail	111	Lin. Ft.	94	13	1222
6	Temporary Concrete Barrier, Reflect.	111	Lin Ft.	150	20	3000
7	Flagger	111	Hour	104	20	2080
8	Earthwork	203	L.S.			3,500
9	Cement Treated Base Mixture	308	Ton	525	15	7875
10	Cement In CTB	308	Ton	29	80	2320
11	Asphalt Concrete, Class 'B'	403	Ton	196	34	6664
12	Asphalt In Seal Coat	403	Ton	1	250	250
13	Aggregates In Chip Seal	406	Cu. Yd.	6	15	90
14	Guard Rail, Type 2A	606	Lin Ft.	300	9	2700
15	Guard Rail, Type 3	606	Lin Ft.	100	28	2800
16	Guard Rail Anchors, Type 1	606	Ea	4	300	1200
17	Guard Rail End Pieces, Type 'C'	606	Ea.	4	85	340
18	Bridge Removal (94'x24')		Sq. Ft	2256	5	11,280
19	Structure (32'x70' w/ Vert Abut.)		Sq Ft	2240	43	96,320
20	Extra For Stage Construction		L.S.			20,000
	SUBTOTAL					183,607
	Engineering & Contingencies -	(20%)				32,693
	TOTAL					216,300

9693

ADDENDUM TO NARRATIVE

Ash Swale (Bethel Rd) Bridge
Polk County
Don Thurston, Region Location Supvr

February 28, 1983

Proposals No. 1 and 2 have been reviewed by the Region Location Supervisor and are shown with revisions on the Detail Maps submitted. The major revisions from proposals previously studied are the skewing of the structure, the construction of flared retaining walls at the end bents, and the inclusion of the surfacing of the roadway approaches.

Skewing is recommended by Hydraulics Section and the Polk County Roadmaster because of the stream alignment. Ninety degree end bents as previously shown would cause major filling into the streambed and/or unnecessary lengthening of the structure. Flaring the retaining walls, as wing walls, is recommended to reduce the filling in the waterway and to eliminate riprap work (see paragraph on alignment). Inclusion of surfacing items is at the request of Polk County Roadmaster due to the uncertainty of County funds available for County Forces to do the work during the upcoming construction season. Contractor constructed roadwork will eliminate a scheduling coordination problem during the contract work. (See Stage and Phase construction.)

CONSTRUCTION PHASING and STAGE CONSTRUCTION

The County plans to complete the embankment widening prior to the contract and plans, if possible, to contain that work within the existing R/W (see Alignment). County wishes that

construction of a temporary detour, as originally proposed to be done by the County, be eliminated due to the uncertain future funds. Staging the construction of the bridge as outlined below or a contractor built detour are the only options acceptable to the County. Road closure is unacceptable because the construction season coincides with the increased agricultural activity on the route; particularly the traffic to and from the grain elevator at McCoy immediately east of the bridge.

The stage construction proposed will involve a temporary traffic signal to control one-way traffic in the work area, using part of the existing timber bridge, Stage one, and the south half of the new bridge, Stage two. The existing timber bridge is 23.4 feet wide with centerline offset about 5 feet to the left. Construction of the south half (left of centerline) of the new bridge can be done after removal of that part of the existing deck and rail. A minimum of 12 - 14 feet of existing deck can be maintained until such time as the new bridge, south half, is completed. A temporary guardrail will be bolted to the timber bridge after the initial part-removal for Stage 1 traffic. Stage 2 traffic using the new bridge, south half, will be protected by the finished guardrail and bridge rail on the completed side (south) and by a temporary concrete barrier on the north side adjacent to the remaining work.

The preliminary location design submitted calls for a precast, 104-foot, 3-span bridge which uses precast deck slabs. Profile

grade is such that the new slab will be slightly above the existing timber pile cap. Removal of the existing bridge, Stage 1, can be limited to the material above the cap. Skewed center bents might interfere with the existing bents. If partial removal of the existing pile bents is done, Stage 1, additional bracing will be required.

In addition to staging the bridge work, the grading and surfacing must be staged to coincide with the Stage 2 (south half) traffic placement. The cost estimate includes a cover aggregate on the CTB seal coat so traffic can be routed on the CTB surface for short periods prior to the asphalt placement.

SURFACING DESIGN and TYPICAL SECTION

The base design has only recently been requested from the Surfacing Design Engineer as this was originally to be done by the County. The tentative design advanced here is 12 inches of Cement Treated Base and 4 inches of Class 'B' Asphalt Concrete.

A 22-foot roadway with 6-foot graded shoulders is a standard section for the roadway (AASHTO DESIGN GUIDE FOR LOCAL ROADS AND STREETS, Table 7). We are proposing a totally paved section of 12-foot lanes and 4-foot shoulders for a total of 32-feet paved.

ALIGNMENT

The right of way centerline was set by the County and is offset about 5 feet left at the bridge site. It is proposed to

construct the new bridge on a centerline that is offset 2 feet to the right of the R/W centerline so that all embankment work can be done within the existing right of way (see Cross-Sections, Sta 51+80). If Bridge Design chooses a design which involves new right of way, the construction centerline and R/W centerline should be the same.

RIGHT OF WAY

Every effort has been made to contain the proposed work within the existing right of way, so that the contract letting can be expedited. The County has indicated that if new R/W is needed the State would be asked to conduct the purchase(s).

Region 2 Right of Way Section has estimated possible R/W costs at $4,000 per acre plus $1,500 per parcel for acquisition costs.

SPECIAL PROVISIONS (other than Standard Specifications)

Item 5, TEMPORARY GUARDRAIL

The materials used for the temporary guardrail may be reused, if in satisfactory condition, for the permanent guardrail installations. Guardrail posts that have been drilled for attachment to the timber bridge may be reused if, in the opinion of the Project Manager, the structural integrity of the post has not been diminished.

Item 8, EARTHWORK

The method of payment is lump sum and is based on about 166 cu yds of excavated material. No adjustment in cost should be allowed if different.

The cost shall include excavation and embankments within limits shown on plans. Some incidental backfilling at the structure is also to be included.

There shall be no separate payment for Watering, Overhaul, Finishing Roadbed and Slopes, or disposal of any excess excavated materials.

Item 9, CEMENT TREATED BASE MIXTURE

Maintenance of the CTB surface shall be contractor's responsibility when traffic is routed on any unpaved portion of the base.

Item 13, AGGREGATED IN CHIP SEAL

The item may be eliminated with no adjustment to contract if contractor elects to pave any portion of CTB prior to routing traffic thereon.

Item 18, BRIDGE REMOVAL

Shall include all costs of removing and disposing, in stages as necessary, of the existing structure including piles, timbers, stringers, deck and railing. Also includes all other miscellaneous structures located below the bridge.

NOTE: The County Road Department has expressed interest in salvaging the sound reusable timbers and beams in the existing

bridge if such salvage is economically advantageous. The Spec. writer should check with Ralph Blanchard, County Road Dept, before final specs are written. In the event County wishes to receive salvagable material, the material shall be stockpiled or delivered as specified.

ASH SWALE BRIDGE (53C27) SECTION

BETHEL RD. - POLK CO.

NARRATIVE

Ash Swale Bridge is located on Bethel Rd. in Polk County. Bethel Rd. is a feeder road serving the Polk County communities of Lincoln, Zena, Bethel, McCoy, Perrydale and Balston. It forms a connecting link in the highway system on the west between Sheridan on the Salmon River Highway (Ore. 18), Pacific Highway West (99W) at about mid part and connects with the Salem-Dayton Highway (Ore. 221), at Lincoln, a distance of about fourteen miles. The A.D.T. was 640.

The traffic analysis is listed as light. During harvest time, traffic to the grain storage facility at the R X R tracks at McCoy could be quite a problem for the detour.

Ash Swale is a long winding drainage water course which reaches from Holms Gap to Amity. Elevation at Holms Gap is 172 Ft., with the elevation at the confluence of Salt Creek at Amity of approximately 115 feet, a drop of about 57 feet in its length of about 15 miles. The drop in water level at the bridge site was measured over 1000 feet to be 0.30 ft.. The existing structure is a wood stringer treated wood pile substructure with a length of 94 feet, and a roadway clearance width of 23.5 feet.

The replacement project is at the request of Polk County. The original survey was performed by county forces and the vacinity map was updated by state forces. The county should replace any fence removed.

PROPOSAL NO. 1

We propose to use 3 prestressed slab spans of 25'-54'-25'. This would eliminate a bent in the water course. We would also propose the raising of

the grade line to put the center span bottom at the recorded highwater line. We would also propose that the bents be constructed at right angles to the roadway. The pile bents proposed would be of prestressed piles with a P.C.C. cap. Lengthening the bridge from 94 feet to 104 feet would give us 5 feet behind the existing cap to place the new bridge end bent. By leaving the existing bent & old bridge bulkhead in place we would eliminate the construction of wingwalls, or bulkheads. This alternative will require the County to construct 600 feet of new roadway approaches with 0 to 20 feet raise in grade.

PROPOSAL NO. 2

We propose construction of a 70' to 80' single span, 26" prestressed slab structure. The present bridge was constructed over existing concrete bridge abutments which left an opening of 58 feet. The top of the old bridge abutment is about 3 feet below the stringer of the present bridge.

I would suggest this sequence of construction. The County would sign a detour route to the north on county roads and not construct a detour around the bridge at the bridge site. The local residents are familiar with this detour route because the road is closed by high water frequently just east of McCoy. The contractor would remove a portion of the existing deck, drive steel bearing piles between the stringers, cut them off, place steel plates over the opening in the deck and return the road to traffic. Form and pour the cap under the existing bridge , form and pour any wingwalls Design Section may require. The road could be closed during the concrete pours.

When concrete is cured the road would again be closed. The county would remove the bridge. The contractor would place the prestressed slabs and grout keys. Grout should be quick setting. The impact panels at the bridge ends could be precast in halves and put in place at the same time that the slabs are placed.

The County would then pave over the bridge and traffic could be routed back in about 7 to 14 days. The savings in detour construction could be quite substantial.

PROPOSAL NO. 3

The County obtains a wetlands permit to construct a detour south of the present roadway. The County obtains a temporary easement to construct the detour on private property

The County constructs the detour. Question: "How will they cross the creek ?" "Metal pipe or short span bridge?" The marshy bottom probably won't support a c.m. pipe with out excavating and backfilling with rock to form a base. The pipe should be strutted to be sure that it will not collapse under the fill loads.

A short span bridge would take much time to construct and would be costly. The fills probably should have a filter fabric placed on the marsh thus eliminating removal of existing ground.

After the detour is completed the county would then remove the existing bridge. The contractor could then move in and construct the bridge. This could be either one span, or two spans with a bent in the creek, or three spans with a main span across the creek. In any event the bents should be constructed at right angles to the roadway with no skewed bents. Steel H piles incased in concrete or concrete piles should be used.

The County plans to use their forces to construct or sign a detour route and close the road to traffic during the construction period if required. The County will also remove the existing structure, construct fills, place aggregate base and pave the approaches & deck of the new structure. There should be no permit required for placing the fills in a wet land as long as we do not fill beyond the ends of the existing embankment. If a permit is required the county should be responsible for procuring it.

There are 3 utilities at this location, Portland General Electric, General Telephone & Electronics, and a water line for the Perrydale water district. The power and telephone are aerial. We do not anticipate movement will be required with the exception for pile driving which would be the contractors responsibility to stay clear of power lines.

The closest airport is McMinnville, about 10 miles in the northerly direction. The Perrydale water line should be outside of the new structure limits and additional fill over the top should do it no harm.

Warren E Mueller

WARREN E. MUELLER
PROJECT MANAGER
2/15/82

P.S. Mr. Swenson & Mr. Blanchard of Polk County have reviewed our plans, specifications, and other material. They will write a letter to Phil Stearns concerning their views and recommendations.

W. E. Mueller, 2/16/83

WEM:tv

February 16, 1983

ADDENDUM:

The County wishes inserts on the south or left side of the bridge for an 8" water main.

The County may recommend in their letter to Phil Stearns, Region II Federal Aid Manager, that the contractor remove the existing bridge. The bridge wood stringers would be either loaded on the County trucks or piled at the bridge site for the County. The stringers could be left attached to the existing deck as long as the panels are no wider than 8 feet.

The County would provide trucks at the time of bridge removal to elimate the problem of piling the material at the bridge site if given sufficient notice.

Warren E. Mueller
Project Manager

WEM:tv

9693

File 527-1988

STATE OF OREGON

INTEROFFICE MEMO

TO: FILE

DATE: February 18, 1983

FROM: Elmer Wooldridge
Transitman/Draftsman

SUBJECT: Ash Swale (Bethel Road) Bridge
Bethel County Road FAS A549
Polk County
Prefix 527-1988

The following persons met at the subject project site this day to discuss proposed alternates and the question of County forces in the construction involvement:

Ralph Blanchard, Polk County Roadmaster
Pete Fidler, ODOT Region 2 Asst. Location Supervisor
Elmer Wooldridge, ODOT Region 2 Draftsman/Designer

The following concensus was reached:

1. Construction of a detour would be very costly, especially to keep it above high water.

2. Realistic construction scheduling based on present status of P.E. will surely place work during potential high water time (ie autumn 1983).

3. Suggested design features would be:

   a. Construct south half first with one-way traffic on remaining existing bridge - 16' wide±.

   b. All piling driven during traffic control with daily restoration of two-way traffic at end of work shift. (Requires temporary repairs to existing deck.)

   c. Move traffic, one-way, to new south half, remove remaining old bridge, and complete new bridge on north half.

   d. County suggests new bridge width of 32' as per County Project Request.

   e. County will complete subgrade and fencing (if required) prior to contract.

   f. Contractor would complete surfacing.

   g. ODOT Bridge Design must OK the partial removal.

81-125-1307

Contains Recycled Materials

of existing bridge (will remaining strength be OK).

h. Top of new pile cap would have to be slightly above existing timber pile cap so that all of existing bents could remain in place.

i. Phase one removal (about 6' wide) would include only the deck and stringers leaving existing bents in place, to be removed after completion of new bridge.

j. Unresolved questions -- (1) Would there be a dangerous transfer of stresses when 6'± is removed from south half. (2) Is one-way traffic on bridge satisfactory (with appropriate signing). (3) Can removal of remaining existing timber bents be done after completion of new bridge. (4) Blanchard suggested skewed bents -- Is this possible with precast deck members.

EW:sr

cc: C.O. Fredrickson

NOTE: Talked to Ollie Parent for slab thickness - 40'-18"
70'-26"
He is busy Tuesday PM but someone will be available to meet at bridge.

Talked to Dave Bryson about high water and elevation of new bridge.
1. OK to have new bottom under high water as long as it is not lower than existing beam.
2. Must have same or greater area below bridge.
3. He is available Tuesday PM for meeting.

STATE OF ~~OREGON~~ INTEROFFICE MEMO

TO: C. O. FREDRICKSON
REGION II ENGINEER

DATE: FEBRUARY 17, 1983

FROM: WARREN E. MUELLER
PROJECT MANAGER

SUBJECT: ASH SWALE (BETHEL RD.) BRIDGE
BETHEL COUNTY RD. FAS A549
POLK COUNTY
PREFIX 527-1988

Submitted is location datum for Ash Swale (Bethel County Road) Bridge. Enclosed is the following data:

1	Locating Engineers Statement
2	Rolls Vicinity Map (Ozalid Film)
1	Roll Streambed Cross Sections & Proposed Profile Grades
1	Pad Location Notes
1	Sheet Soil & Geological Exploration Log
3	Sheets Location Cost Estimates
1	Narrative Report
2	Sheets Vicinity Photos
1	Sheet Drainage Area - Hydraulics Notes
1	P.E. & Construction Finance Agreement for FAS-C Project
2	Sheets Proposed Centerline Finish Grades
1	Pad Project Prospectus
1	Pad Special Provisions
1	Report on Condition of Bench Mark

REGION LOCATION SUPERVISOR
RECEIVED
FEB - 7 1983
SUPV. ASS'T O.M. CR&W

9.6

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: RS-A549(1)

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 30017

2A. COUNTY NAME: Polk

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 11/29/82

8. FEDERAL ROUTE NUMBER: Secondary A549

9. STATE ROUTE NUMBER: County Road

10. GENERAL LOCATION:

Ash Swale (Bethel Road) Bridge Section

11. GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW:

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including archeological salvage and utility preparatory work TEC $20,000 F.F $17,630
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's PEA dated 11/8/82.

RECEIVED
STATE HWY ENGR
DEC 2 '82
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
11/29/82	G. K. Swan	for Division Administrator

FORM PR-1240 (Rev. 12-75) PREVIOUS EDITIONS MAY BE USED

14-3

November 24, 1982

Board of County Commissioners
Polk County
104 Courthouse
Dallas, OR 97338

MISC. CONTRACTS and AGREEMENTS No. 2224

AGR 4

Attention: Violet Siddall Starks
County Clerk

Gentlemen or Ladies:

Attached for your files is a fully executed copy of a preliminary engineering and construction-finance agreement for the replacement of the Ash Swale (Bethel Road) Bridge also known as the McCoy Bridge.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc
Attachment

bc: Don Harwell (agreement attached)

TO: Dale E. Wilken 9693
Division Administrator
Federal Highway Administration
Salem, Oregon 97301

OREGON DEPT. OF TRANSPORTATION-HIGHWAY DIVISION
ADDENDUM TO LOCATION PROSPECTUS AND
REQUEST FOR FEDERAL AID
PRELIMINARY ENGINEERING AUTHORIZATION

11-9-82

PROJECT LOCATION	APPN CODE	ITEM NO.	PROJECT NO.	ROUTE NO. FED. S	ROUTE NO. STATE
Co. Rd., Approximately 8 mi. N. of Rickreall. "Ash Swale (Bethel Rd.) Br. Section".	075	30017	RS-A549(1)	A549	Co. Rd.

Access Control None Parking Restrictions None System Revision None

Airports (within 2 Mi.) None ROW 60' normal

Water Development None Recreation & Historical Areas None

Polk (053)

A-95 Review:

State Cl. Ho. ..... Exempt___ Date Approved 7-9-82 (PNRS #OR 820601-007-2)

Dist. 3 Cl. Ho. ..... Exempt___ Date Approved 7-1-82 No Reply___

Project Environmental Assessment: FHWA Concurrence Dated 5-18-82

1-EIS ____ 2-Categorical Exclusion X 3-Draft Assessment & FONSI ____

Notes: (1) Project in Congressional District 1.

(2) _____

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

X All Phases
___ All Phases thru Final Envir. Document
X Incl. Archeological Salvage
X " Util. Preparatory Work
___ " R.R. Preparatory Work

Est. Proj. Cost:

	TEC NTE	$20,000
88.15%	FF	$17,630
	STATE	$ 1,481
	Co.	$ 889

For PR-37:
Field Phase $
PS&E Phase $

REMARKS:
1) Enclosed is an Authority for Survey & project maps.
2) Existing structure has a sufficiency rating of 36.9.

CL:bks

DATE	SIGNATURE OF REQUESTING OFFICIAL	TITLE
11-8-82	D.E. SWAN, P.E.	PROGRAM CONTROL ENGINEER

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

Date: November 8, 1982

To: Executive Department
Federal-Aid Coordination Unit

From: D.E. Swan, P.E.
Program Control Engineer

Subject: Federal-Aid Funding Application

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for Federal-Aid funding of the following:

Item No.	Project No.	Section Name & PNRS No.
30017	RS-A549(1)	Ash Swale (Bethel Rd.) Br. PNRS #OR 820601-007-2

CL:bks
Enc.
cc: Dale E. Wilken, FHWA
General Files

Form 734-3122

9693

LOCATION PROSPECTUS

OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

10-27-82

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME: Ash Swale Bridge No. 53C27

HIGHWAY NAME: Bethel Road (Co.)

HIGHWAY NUMBER: A-549

REGION	ADMINISTRATIVE DISTRICT	COUNTY	CITY
2	3	Polk	None

LENGTH: 0.2 mi.

MILEPOST NUMBER: 4.85 TO 5.05

[X] RURAL [ ] URBAN

LOCAL GOVERNMENT PROJECT? [X] YES [ ] NO

IF YES, UNIT OF GOVERNMENT: County

TYPE OF FUNDS: [ ] FAI [ ] FAP [X] FAS [ ] STATE [ ] FAUS [ ] OTHER

METHOD OF CONSTRUCTION: [X] CONTRACT [ ] STATE FORCE [ ] OTHER

TYPE OF WORK: [ ] GRADING [ ] PAVING [X] STRUCTURE [ ] SIGN [ ] SIGNAL [ ] ILLUMINATION [ ] ROADSIDE IMPROVEMENT [ ] OTHER

PROJECT DESCRIPTION

The project requested by Polk County consist of constructing a new bridge over Ash Swale Creek. The existing bridge is a wooden structure 94 feet long width 23'-5" horizontal clearance. The county will construct and sign a detour and remove the existing structure. They will also repave the approaches to the new bridge.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): (1980) 640 County Report 875

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	[ ]	[ ]	[ ]	[ ]	[X]	[ ]
PROPOSED	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]

DESIGN SPEED (MPH)	DESIGN STANDARDS	TRAFFIC ANALYSIS
55	AASHTO	[X] LIGHT [ ] MEDIUM [ ] HEAVY

APPROVED
/s/ Frank E. Peppin
Location Engineer
Date 10/27/82

KEH

3 - FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	(2) 10'	(2) 12'
SHOULDERS	Aggregate 5' nominal	6'
MEDIANS	None	None
PARKING LANES	None	None
SIDEWALKS	None	None
BIKEWAYS	None	Bikes use paved shoulders
INTERCHANGES	None	None
OTHER:		

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☒	☐
Illumination	☐	☒	☐
Structures	☐	☒	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☒	☐	☐
River _____	☐	☒	☐
Stream Ash Swale Cr.	☒	☐	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☒	☐	☐
Simple Acquisition Temporary Construction Easement	☒	☐	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☒	☐	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☒	☐	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☒	☐	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☒	☐	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐
Environmental Assessment	☐	☒	☐
Statewide Assessment	☒	☐	☐
Negative Declaration	☐	☒	☐
Environmental Impact Statement	☐	☒	☐
4-F Statement	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐
Public Hearing _____	☐	☒	☐
Borrow Source	☐	☒	☐
Material Source Commercial	☒	☐	☐
Utilities	☒	☐	☐

Type Water line on bridge

	YES	NO	MAYBE
Hydraulics Study	☒	☐	☐
Soils Investigation	☒	☐	☐
Airport Clearance	☐	☒	☐
Economic Analysis	☐	☒	☐
Requires Field Survey	☒	☐	☐
Old Survey Available	☐	☒	☐
Requires Vicinity Map	☒	☐	☐
Requires Photogrammetry	☐	☒	☐
Requires Reconnaissance Survey	☐	☒	☐
Reconnaissance Available	☐	☒	☐
Design Review	☐	☒	☐

4 - WORK ITEMS

	TO BE PERFORMED BY APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☒ (Vicinity Map)	☒	☐
RIGHT-OF-WAY	☒ See Features	☐	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY		—
DRAFT ENVIRONMENTAL IMPACT STATEMENT		—
CORRIDOR APPROVAL		—
FIELD SURVEY	4	1
PRELIMINARY DESIGN		—
DESIGN APPROVAL/FINAL EIS		—
RIGHT-OF-WAY DESCRIPTIONS	90	1
RIGHT-OF-WAY ACQUISITION		—
P.S. & E. DOCUMENTS		3

RECOMMENDED CONSTRUCTION DATE: 7-83 (Region) _____ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
Class "B" A.C.	4"	1-1/2"
Aggregate Base	12"	--

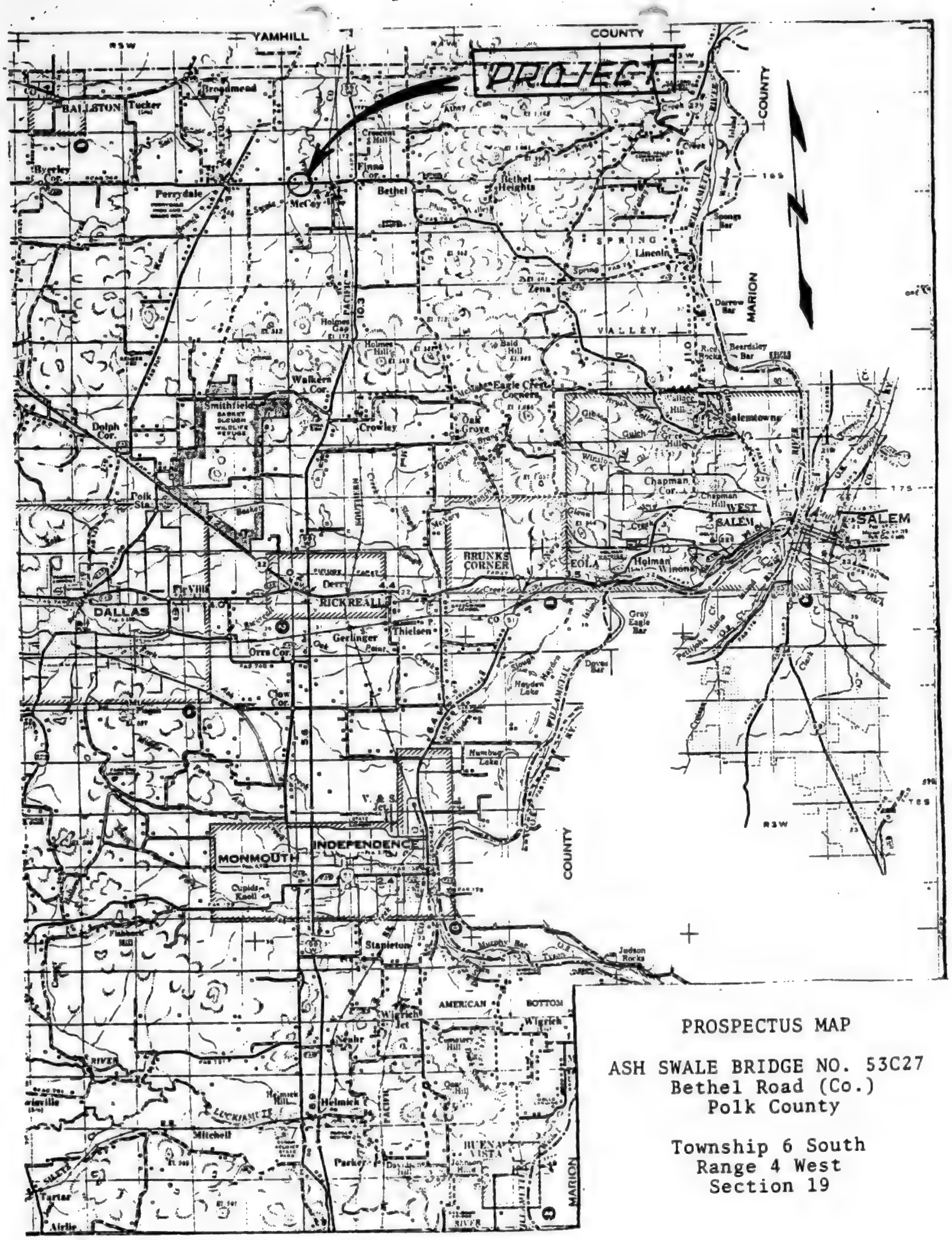
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	6,100	20.000
RIGHT OF WAY		
TRAFFIC CONTROL		
ILLUMINATION		
STRUCTURES 36' x 94'		139.000
RAILROAD		
ROADWAY		
OTHER _____		
ENGINEERING & CONTINGENCIES		55.000
PROJECT TOTAL	198,000	214.000

SUBMITTED BY Don E. Thurston
Region Location Supervisor



PROSPECTUS MAP

ASH SWALE BRIDGE NO. 53C27
Bethel Road (Co.)
Polk County

Township 6 South
Range 4 West
Section 19

.9613

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

Polk County

KEY ID#

SECTION
Ash Swale(Bethel Road) Bridge No. 53C27

REGION 2

Bethel County Rd FAS A549

SURVEY AUTHORITY

AUTHORIZATION NO. 1

PREFIX 527-1988

DATE copied 10-26-82

ITEM		ESTIMATED COST	CURRENT AUTHORIZATION	ITEM		ESTIMATED COST	CURRENT AUTHORIZATION	ITEM		ESTIMATED COST	CURRENT AUTHORIZATION
901	PROJECT MANAGER	$	$ 2,000	915	AUDITS	$	$	933	SURFACE DESIGN	$	$ 500
902	CITIZEN'S INVOLVEMENT			916	PHOTO-GRAMMETRY			934	GEOLOGY		
903	LOCAL GOVERNMENT			918	LOCATION			935	SOILS		
904	CONSULTANT			919	ENGINEERING GRAPHICS			936	REGION TRAFFIC		100
905	FINAL DESIGN		2,500	920	PROGRAM MANAGEMENT		200	937	HYDRAULICS		1,500
906	BRIDGE DESIGN	see (927)		921	SPECIFICATIONS		2,500	938	REGION ENVIRONMENT		100
907	PRELIMINARY DESIGN			922	ADMIN. SERVICES		100	949	URBAN STUDIES		
909	RIGHT-OF-WAY DESCRIPTION		1,000	923	ENVIRONMENTAL SECTION		200	950	TRAINING		
910	REGION GEOLOGIST		500	924	D.O.T.			955	R/W RELOC. ASSISTANCE		
911	TRAFFIC SECTION		100	925	AIR MONITORING			960	PERSONAL LEAVE		
912	LANDSCAPE			926	FOUNDATION		2,500	980	PUBLIC HEARING		
913	RIGHT-OF-WAY LIAISON		500	927	FREE BRIDGE DESIGN		5,000				
914	REGION UTIL-ITY LIAISON		500	932	RAILROAD & UTILITIES		200				
								TOTALS		$ 20,000	$ 20,000
								PREVIOUS AUTHORIZATION			$
								ADD. AUTH. REQUIRED			$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER
RS-A549(1)

LOCATION ENGINEER'S REMARKS

Ash Swale Bridge is at M.P. 4.95 on Bethel Road; project extends 0.1 mile each direction for a total of 0.2 miles.

Perform all necessary work to prepare Plans, Specifications, & Estimate for a construction project to replace existing structure.

Approved by Hwy. Eng'r. 9/23/82, $6,100 FAS-C

PREPARED BY: Phillip Lavelle	DATE: 10-26-82	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS: R. William B. Adams	DATE: 11/22/82
RECOMMENDED, REGION ENGINEER: X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES: X [illegible]	DATE: 11-18-82
RECOMMENDED, LOCATION ENGINEER: X Frank E. Perkins	DATE: 11/18/82	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE: 11-29-82	

734-1914 (7-82)

2

LOCATION PROSPECTUS

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE

PREFIX 527-1988

1 - IDENTIFICATION

PROJECT NAME: Ash Swale Bridge No. 53C27

HIGHWAY NAME: Bethel Road (Co.) | HIGHWAY NUMBER: A-549

REGION	ADMINISTRATIVE DISTRICT	COUNTY	CITY
2	3	Polk	None

LENGTH: 0.2 mi. | MILEPOST NUMBER: 4.85 TO 5.05 | [X] RURAL [ ] URBAN

LOCAL GOVERNMENT PROJECT? [X] YES [ ] NO | IF YES, UNIT OF GOVERNMENT: County

TYPE OF FUNDS: [ ] FAI [ ] FAP [X] FAS [ ] STATE [ ] FAUS [ ] OTHER

METHOD OF CONSTRUCTION: [X] CONTRACT [ ] STATE FORCE [ ] OTHER

TYPE OF WORK: [ ] GRADING [ ] PAVING [X] STRUCTURE [ ] SIGN [ ] SIGNAL [ ] ILLUMINATION [ ] ROADSIDE IMPROVEMENT [ ] OTHER

PROJECT DESCRIPTION

The project requested by Polk County consist of constructing a new bridge over Ash Swale Creek. The existing bridge is a wooden structure 94 feet long width 23'-5" horizontal clearance. The county will construct and sign a detour and remove the existing structure. They will also repave the approaches to the new bridge.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME)	PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)
(1980) 640 County Report 875	

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	[ ]	[ ]	[ ]	[ ]	[X]	[ ]
PROPOSED	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]

DESIGN SPEED (MPH)	DESIGN STANDARDS	TRAFFIC ANALYSIS
55	AASHTO	[X] LIGHT [ ] MEDIUM [ ] HEAVY

APPROVED
Wesley E. Peppin
Location Engineer
Date 10/27/82

3 - FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	(2) 10'	(2) 12'
SHOULDERS	Aggregate 5' nominal	6'
MEDIANS	None	None
PARKING LANES	None	None
SIDEWALKS	None	None
BIKEWAYS	None	Bikes use paved shoulders
INTERCHANGES	None	None
OTHER:		

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☒	☐
Illumination	☐	☒	☐
Structures	☐	☒	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☒	☐	☐
River _____	☐	☒	☐
Stream Ash Swale Cr.	☒	☐	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☒	☐	☐
Simple Acquisition Temporary Construction Easement	☒	☐	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☒	☐	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☒	☐	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☒	☐	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☒	☐	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐
Environmental Assessment	☐	☒	☐
Statewide Assessment	☒	☐	☐
Negative Declaration	☐	☒	☐
Environmental Impact Statement	☐	☒	☐
4-F Statement	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐
Public Hearing _____	☐	☒	☐
Borrow Source	☐	☒	☐
Material Source Commercial	☒	☐	☐
Utilities	☒	☐	☐

Type Water line on bridge

	YES	NO	MAYBE
Hydraulics Study	☒	☐	☐
Soils Investigation	☒	☐	☐
Airport Clearance	☐	☒	☐
Economic Analysis	☐	☒	☐
Requires Field Survey	☒	☐	☐
Old Survey Available	☐	☒	☐
Requires Vicinity Map	☒	☐	☐
Requires Photogrammetry	☐	☒	☐
Requires Reconnaissance Survey	☐	☒	☐
Reconnaissance Available	☐	☒	☐
Design Review	☐	☒	☐

4 - WORK ITEMS

	TO BE PERFORMED BY APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☒ (Vicinity Map)	☒	☐
RIGHT-OF-WAY	☒ See Features	☐	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	—
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	—
CORRIDOR APPROVAL	( )	—
FIELD SURVEY	(4)	1
PRELIMINARY DESIGN	( )	—
DESIGN APPROVAL/FINAL EIS	( )	—
RIGHT-OF-WAY DESCRIPTIONS	(90)	1
RIGHT-OF-WAY ACQUISITION	( )	—
P.S. & E. DOCUMENTS	( )	3

RECOMMENDED CONSTRUCTION DATE: 7-83 (Region) _____ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
Class "B" A.C.	4"	1-1/2"
Aggregate Base	12"	--

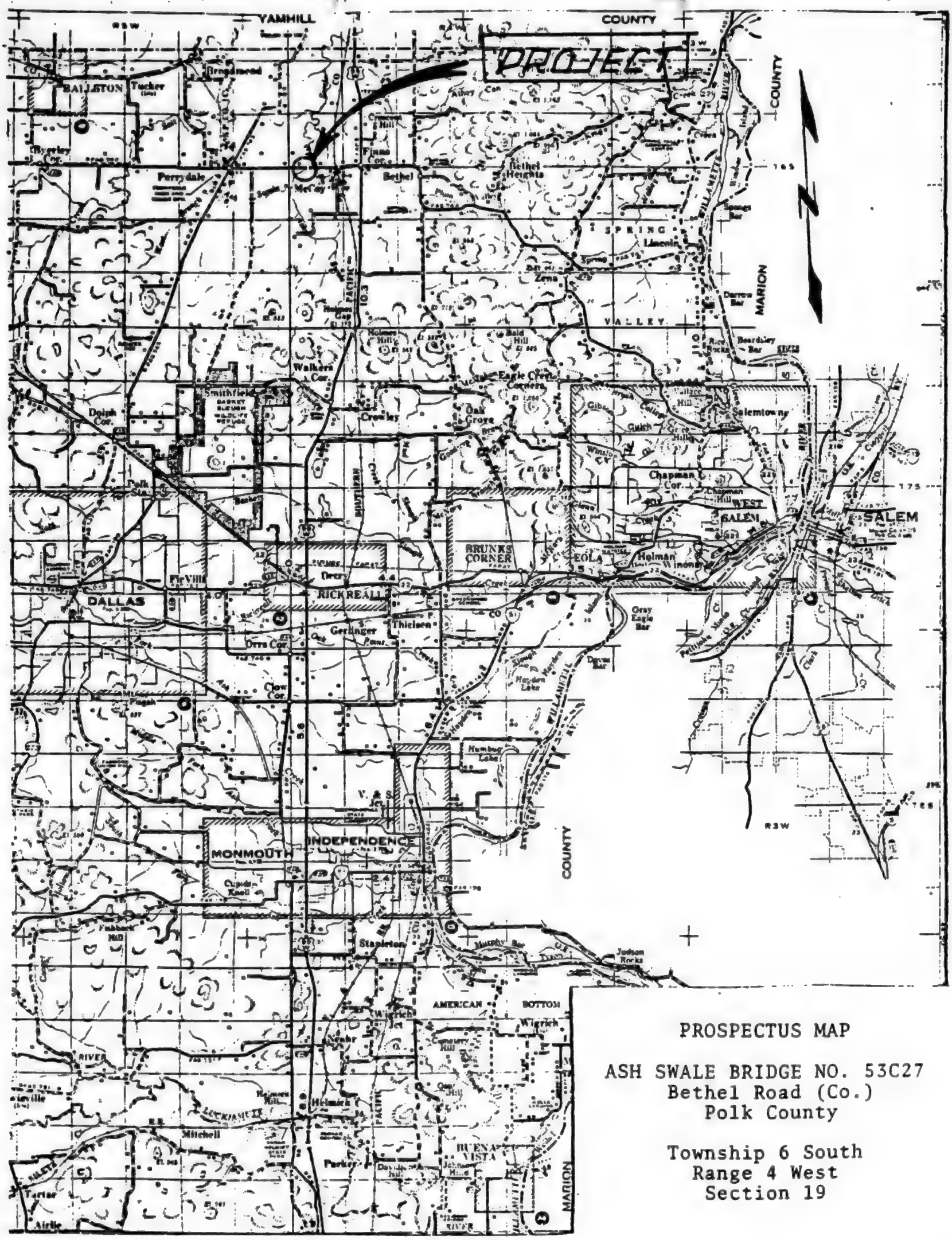
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	6,100	20.000
RIGHT OF WAY		
TRAFFIC CONTROL		
ILLUMINATION		
STRUCTURES 36'x94'		139.000
RAILROAD		
ROADWAY		
OTHER		
ENGINEERING & CONTINGENCIES		55.000
PROJECT TOTAL	198,000	214.000

SUBMITTED BY _____
Region Location Supervisor



PROSPECTUS MAP

ASH SWALE BRIDGE NO. 53C27
Bethel Road (Co.)
Polk County

Township 6 South
Range 4 West
Section 19

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage St. N.E.
Salem, Oregon 97310, Phone: 378-3732
Toll Free Number - 1-800-452-7813

NOTED
H.S. COULTER

APPLICANT: Oregon Department of Transportation, Highway Division

PROJECT TITLE: Ash Swale Bridge POLK Co

DATE: ~~6~~ July 9, 1982

The State has reviewed your project and reached the following conclusions:

☐ No significant conflict with the plans, policies or programs of state government have been identified.

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☒ Potential conflicts with the plans and programs of the state agency (s) ~~have been satisfactorily resolved. No significant issues remain~~ may exist.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

Attachment

5-27-82

BEN GIFFORD

cc: Dale E. Wilken ✓
H.S. Coulter ✓
F.E. Terpin
J.B. Boyd
J.H. Versteeg
Gary Potter
W.J. Hart
Aeronautics Division
B.L. Gifford
Reg. 3 Engr.: A. Shirley
Dis. 7 Engr.: B.E. Brown

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number

OR 820601-007-2

This number should be used on all correspondence and particularly on SF 424 as required by OMB A-95.

FAS-[illegible]

RECEIVED
STATE HWY ENGR
JUL 13 '82
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies will be submitted to you separately and must also be included.

Kay L. Wilcox
A-95 Coordinator

PNRS #3
Revised 5/82

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Management Services Div.
Dept. of Environmental Quality

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

JUN 22 1982

PNRS STATE REVIEW

Project #: OR 820601-007-2 , Return Date: JUN 25 1982

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

(X) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

( ) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

Please submit the Noise Study Report for DEQ review when it is available.

Agency DEQ By L. Heath

Phone Number 229-5989

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

INTERGOVERNMENTAL RELATIONS DIVISION
JUN 07 1982

RECEIVED
JUN 08 1982
DIVISION OF STATE LANDS

PNRS STATE REVIEW

Project #: OR 820601-007-2

Return Date: JUN 25 1982

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

(✓) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Fish & Wildlife By C. H.

Phone Number 378-3059

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage St NE
Salem, Oregon 97310
Phone: 378-3732
Toll Free Number: 1-800-452-7813

5

POLK

COOS

NOTICE OF CONTINUING INTEREST

APPLICANT: Oregon Dept. of Transp., Highway Division

PROJECT TITLE: Ash Swale Bridge / Dew Valley Curves Section

PNRS NUMBER: OR820601-007-2 / OR820601-008-2

DATE: June 22, 1982

copy #9868

[xxx] Please submit additional information to the State Clearinghouse as requested by J. L. Hector, DEQ (for both projects) (Details attached)

NOTED H.S. COULTER

[ ] Please confer with _____ Potential conflicts with this agency's programs have been identified. If a resolution is not achieved, the Clearinghouse will arrange a formal conference. (Details attached)

[ ] The Clearinghouse wishes to arrange a formal conference to explore issues raised. You will be contacted to arrange details.

NOTE: The Clearinghouse will sign off as soon as questions have been answered and/or conflicts resolved.

If no resolution is reached, the Clearinghouse requires submission of the final proposal for review and comment a minimum of 30 days prior to submission to the funding agency. Final comments must accompany the application to the funding agency.

ATTACHMENT

cc: Dale E. Wilken
H.S. Coulter
F.E. Terpin
J.B. Boyd
J.H. Versteeg
Gary Potter
W.J. Hart
Aeronautics Division
B.L. Gifford
Reg. 2 Engr. C.O. Fredrickson
PNRS #4
Revised 2/79
Reg. 3 Engr.: A. Shirley
Dis. 3 Engr.: R.A. Kuehn
Dis. 7 Engr.: B.E. Brown

RECEIVED STATE HWY ENGR
JUN 24 '82
REFER TO
FOR
Info
Inves
R/D
D/R
Sign
Act
File

BEN GIFFORD
5-27-82

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

Management Services Div.
Dept. of Environmental Quality

RECEIVED
JUN 03 1982

PNRS STATE REVIEW

Project #: OR 820601-007-2, Return Date: JUN 25 1982

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

ASH SWALE BR. POLK

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

(X) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

( ) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

Please submit the Noise Study Report for DEQ review when it is available.

Agency DEQ By [signature]

Phone Number 229-5989

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 27, 1982

In Reply Refer to
File No.:
PRO 6

TO: Executive Department
Federal Aid Coordination Unit

Mid-Willamette Valley Council
of Governments
ATTN: Clearinghouse Coordinator
400 Senator Bldg.
220 High St. NE
Salem, OR 97301

FROM: D.E. Swan, P.E.
Program Control Engineer

SUBJECT: Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 3
Section: Ash Swale (Bethel Rd.) Bridge
Highway: FAS-B549
County: Polk

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be June 28, 1982.

BLG: lms
Attachments
cc: D.E. Wilken, FHWA
H.S. Coulter
F.E. Terpin
J.B. Boyd (2)
J.H. Versteeg(3)
Gary Potter
W.J. Hart
Reg. 2 Engr.: C.O. Fredrickson
Dis. 3 Engr.: R.A. Kuehn
Aeronautics Division
David Powers, Parks
B.L. Gifford

RECEIVED
STATE HWY ENGR
MAY 28 '82
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form 734-3122

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

	For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT: Department of Transportation [45	46] DIVISION: Highway [79					
03	12] APPLICANT ADDRESS STREET: Transportation Building [45	46] CITY: Salem [60	76] ZIP: 97310 [80				
04	12] CONTACT PERSON: D.E. Swan [45	46] AREA CODE: 503 [48	49] PHONE: 378 [55	56] EXTENSION: 6563 [59			
01	12] PROJECT TITLE: Ash Swale (Bethel Rd.) Bridge [71						
11	12] PROJECT LOCATION—CITY: FAS-B549	PROJECT LOCATION—COUNTY: POLK	PROJECT LOCATION [79 SEC: T: R:				
05	SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)						
06	12] The proposed project is to replace an old deteriorated 36 foot wide [71						
07	12] timeber bridge with a new 36 foot wide concrete bridge in the same [71						
08	12] place. A detour will be used and the old bridge removed before the [71						
09	12] contractor starts work. The existing bridge has a 9 ton limit and [71						
10	12] will need extensive maintenance in the near future if not replaced. [71						

12	AMOUNT REQUESTED—FEDERAL FUNDS	NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
	12] (A) Grant [19 / 20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	160,000 / - - -	- - -	40,000	- - -	200,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE: Title 23 USC Highways [71	
15	12] FEDERAL AGENCY NAME: U. S. Department of Transportation [45	46] FEDERAL SUB-AGENCY NAME: FHWA [79

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	[ ] 13	[ ] 14	[ ] 15	[ ] 16	[ ] 17	[ ] 18	[ ] 19	[ ] 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
[X] 21	[ ] 22	[ ] 23	[ ] 24	[ ] 25	[ ] 26	[ ] 27	[ ] 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?	(D) REVIEW REQUIRED by A-95	(E) ENVIRONMENTAL IMPACT	(F) HOUSING RELOCATION REQUIRED
Yes [X] 29 / No [ ] 30 Date: (same)	Yes [X] 31 / No [ ] 32	Yes [ ] 33 / No [X] 34	Yes [ ] 35 / No [X] 36

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42	43] DAY [44	45] YEAR [46
	June	28	1982

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: (same)

VI. If project includes state funds (12C), identify agency - - - - -

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$_____	$_____	$_____

(c) FUNDING METHOD

	FEDERAL SHARE	STATE SHARE	TOTAL
First Year	%____ $_____	%____ $_____	%____ $_____
Second Year	%____ $_____	%____ $_____	%____ $_____
Third Year	%____ $_____	%____ $_____	%____ $_____

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number _____

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Class 2 Project of Categorical Exclusion according to the new environmental quality guidelines.

OREGON STATE HIGHWAY DIVISION
PROJECT CLASSIFICATION

A. Project Identification:

Date April 27, 1982

Section Ash Swale (Bethel Road) Bridge — City _____ — Hwy. No. FAS-C549

Highway Bethel Road — Begin M.P. 4.95 — Length 94 ft.

County Polk — Program Estimate $200,000

Region 2 — Funding Source FAS

B. Purpose, Need, and Description of Project (Describe Alternatives):

The proposed project is to replace an old deteriorated 36 foot wide timber bridge with a new 36 foot wide concrete bridge in the same place. A detour will be used and the old bridge removed before the contractor starts work. The existing bridge has a 9 ton limit and will need extensive maintenance in the near future if not replaced.

C. Recommended Project Classification:

Project Class		Documentation	Other Documentation	
_____	I	Draft and Final EIS	____	Wetlands Finding/Analysis
X	II	Categorical Exclusion	____	Endangered Species List
_____	III	Environmental Assessment	____	Biologic Assessment
			____	Cultural Resources Survey
			____	Section 106 Procedures
			____	Section 4(f) Evaluation
			X	Noise Study Report
			____	Indirect Source Construction Permit

Basis for Recommended Classification:

Project can be constructed without causing any significant impacts to the natural or human environment.

D. Descriptions:

	Existing Facility	Proposed Facility
Number of Traffic Lanes	2	2
Median (Yes/No)	No	No
Shoulders (Yes/No, Paved/Gravel)	Yes	Paved
Average Daily Traffic (Volume and Year)	875 (1980)	1300 (2000)
Alignment (New, Combined, Existing)		Existing
Speeds (Posted and Estimated)	55	55

E. Preliminary Identification of Environmental Impacts:

1. Estimated Right-of-Way Impacts:

Acres	1±
Estimated Number of Parcels	2
Residential Displacements (No.)	
Business Displacements (No.)	

Describe:

Agricultural land undeveloped.

2. Estimated Impact on Land Use:

Detour will require temporary use of agricultural land.

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety:

Project will allow heavier vehicles to utilize route served by bridge.

4. Estimated Impact on Rivers, Streams, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:

No forseeable impact. The bridge bents will be placed outside of the stream.

5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:

None identified.

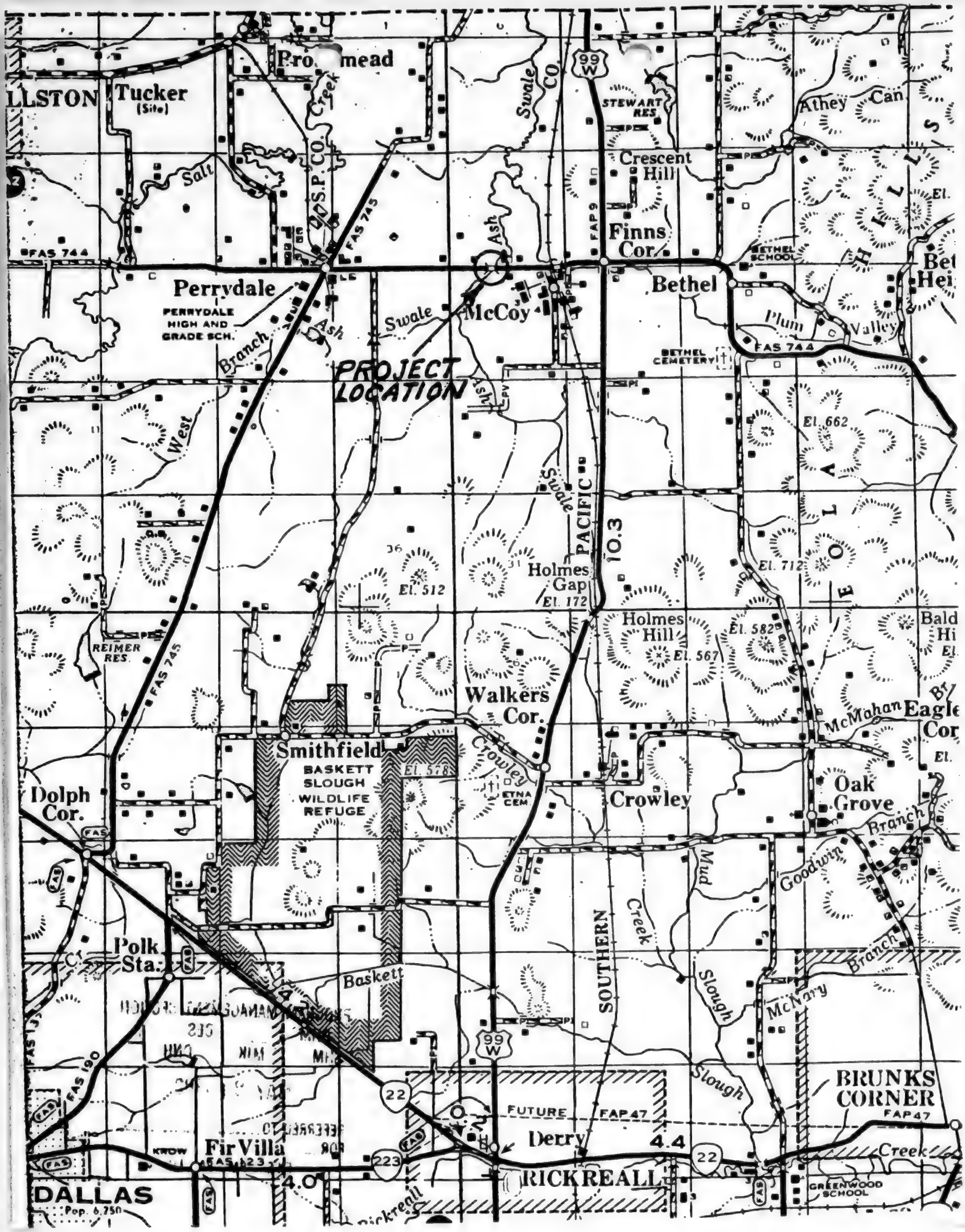
6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:

None identified.

Name of Preparer and Phone Number: Chuck Pietrok (378-2626)

(Attach Project Location Map)

(3-25-82)


Pro mead
LLSTON
Tucker
(Site)
Creek
Swale
CO.
99
W
STEWART
RES.
Athey
Can
Salt
S.P. CO.
FAS 745
Crescent
Hill
Ash
FAP 9
Finns
Cor.
FAS 744
BETHEL
SCHOOL
Bethel
Perrydale
PERRYDALE
HIGH AND
GRADE SCH.
Branch
Ash
Swale
McCoy
Plum
Valley
FAS 744
BETHEL
CEMETERY
PROJECT
LOCATION
West
Ash
Swale
PACIFIC
10.3
El. 662
El. 712
Holmes
Gap
El. 172
El. 512
Holmes
Hill
El. 582
El. 567
REIMER
RES.
FAS 745
Walkers
Cor.
McMahan
Eagle
Cor
Smithfield
BASKETT
SLOUGH
WILDLIFE
REFUGE
El. 578
Crowley
ETNA
CEM.
Crowley
Oak
Grove
Dolph
Cor.
Goodwin
Branch
Mud
Creek
Polk
Sta.
Baskett
SOUTHERN
Slough
McNary
Branch
99
W
Slough
BRUNKS
CORNER
FAP47
FUTURE
FAP47
Derry
4.4
Fir Villa
FAS 123
4.0
RICKREALL
Creek
DALLAS
Pop. 6,750
GREENWOOD
SCHOOL
FAS 745
FAS 744
FAS 190
FAS 135
22
223

9693

STATE OF OREGON

INTEROFFICE MEMO

TO: Phil Stearns
Region Federal Aid Specialist

DATE: March 30, 1982

FROM: Don Thurston
Don Thurston
Region Location Supervisor

SUBJECT: Ash Swale Bridge (No. 53C27)
Bethel Road (Co.) A-549
Polk County

Attached for approval and forwarding is Authority for Survey and Draft Prospectus for the subject project.

In addition to constructing a temporary detour and removing the existing bridge, the county will pave the approaches and deck (if necessary). A temporary construction easement will be required for the detour. It is unsettled at this time whether the county will acquire the easement or not.

Some field survey work is necessary to provide data for the hydraulic investigation.

The anticipated cost of Region functions is:

Project Manager	(901)	$2,000
Traffic	(911)	100
R/W Liaison	(913)	500
Soils & Geology	(910)	500
Utility	(914)	500
Foundations	(923)	2,500

cc: File

Form 81-734-3039

9693

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

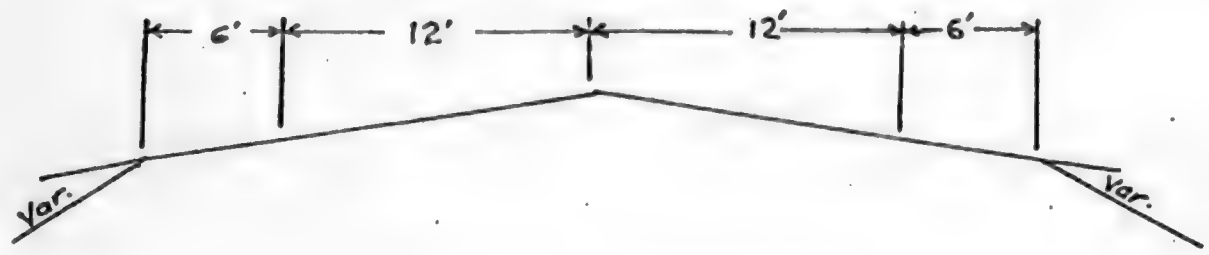
Section Ash Swale Bridge No. 53C27 Date March 30, 1982

Highway Bethel Road (Co.) A-549 Authorization No. 1

County Polk Survey Prefix (Assigned by Salem office)

Description of termini, route, length, etc.:

Ash Swale Bridge is at M.P. 4.95 on Bethel Road; project extends 0.1 mile each direction for a total of 0.2 miles.



TYPICAL SECTION

Purpose of survey:

Prepare plans, specifications and cost estimate for construction of a structure over Ash Swale Creek.

Estimate of cost:

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $.....

Previous authorization . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) . .....

Total all authorizations approved (Salem) . . ..

Requests made by: Don Thurston
Field Engineer

Recommended for Approval:

Recommended for Approval: Phillip O. Schaeffer for
Regional Engineer

Location Engineer

Approved:

Assistant State Highway Engineer

SP*1960-134

LOCATION PROSPECTUS

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE: March 30, 1982

PREFIX:

1 - IDENTIFICATION

PROJECT NAME: Ash Swale Bridge No. 53C27

HIGHWAY NAME: Bethel Road (Co.)

HIGHWAY NUMBER: A-549

REGION	ADMINISTRATIVE DISTRICT	COUNTY	CITY
2	3	Polk	None

LENGTH: 0.2 mi.

MILEPOST NUMBER: 4.85 TO 5.05

[X] RURAL [ ] URBAN

LOCAL GOVERNMENT PROJECT? [X] YES [ ] NO

IF YES, UNIT OF GOVERNMENT: County

TYPE OF FUNDS: [ ] FAI [ ] FAP [X] FAS [ ] STATE [ ] FAUS [ ] OTHER

METHOD OF CONSTRUCTION: [X] CONTRACT [ ] STATE FORCE [ ] OTHER

TYPE OF WORK: [ ] GRADING [ ] PAVING [X] STRUCTURE [ ] SIGN [ ] SIGNAL [ ] ILLUMINATION [ ] ROADSIDE IMPROVEMENT [ ] OTHER

PROJECT DESCRIPTION

The project requested by Polk County consist of constructing a new bridge over Ash Swale Creek. The existing bridge is a wooden structure 94 feet long width 23'-5" horizontal clearance. The county will construct and sign a detour and remove the existing structure. They will also repave the approaches to the new bridge.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): (1980) 640 County Report 875

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	[ ]	[ ]	[ ]	[ ]	[X]	[ ]
PROPOSED	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]

DESIGN SPEED (MPH)	DESIGN STANDARDS	TRAFFIC ANALYSIS
55	AASHTO	[X] LIGHT [ ] MEDIUM [ ] HEAVY

3. FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
[illegible]	(2) [illegible]'	(2[illegible] 12'
[illegible]	Aggregate 5' nominal	6'
[illegible]	None	None
[illegible]	None	None
[illegible]	None	None
[illegible]	None	Bikes use paved shoulders
INTERCHANGES	None	None
OTHER:		

	YES	NO	MAYBE		YES	NO	MAYBE
Channelization	☐	☒	☐	Right of Way (cont.) Improvements	☐	☒	☐
Frontage Roads	☐	☒	☐	Access Control	☐	☐	☐
Traffic Signals	☐	☒	☐	Railroad Crossing	☐	☒	☐
Signing	☐	☒	☐	At Grade	☐	☒	☐
Illumination	☐	☒	☐	Separated	☐	☒	☐
Structures	☒	☐	☐	Railroad Encroachment	☐	☒	☐
Stage Construction	☐	☒	☐	Permits	☐	☐	☐
Pedestrian Crossing	☐	☒	☐	Conditional Use	☐	☐	☐
Rest Area	☐	☒	☐	Flood Plain	☐	☐	☐
Truck Scale Site	☐	☒	☐	Irrigation District	☐	☐	☐
Landscaping	☐	☒	☐	Water District	☐	☐	☐
Drainage	☒	☐	☐	Drainage District	☐	☐	☐
River _____	☐	☒	☐	Div. of State Lands	☐	☐	☐
Stream Ash Swale Cr.	☒	☐	☐	Dept. of Geology & Min. Ind.	☐	☐	☐
Storm Sewer	☐	☒	☐	Corps of Engineers	☐	☐	☐
Sanitary Sewer	☐	☒	☐	Coast Guard	☐	☐	☐
Right of Way	☒	☐	☐	DEQ NPS Air Pollution	☐	☐	☐
Simple Acquisition Temporary Construction Easement	☒	☐	☐	DEQ NPS Water Pollution	☐	☐	☐
Complex Acquisition	☐	☒	☐	Building	☐	☐	☐
Relocations	☐	☒	☐	Fish & Wildlife Approval	☐	☐	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐
Environmental Assessment	☐	☐	☐
Statewide Assessment	☐	☐	☐
Negative Declaration	☐	☐	☐
Environmental Impact Statement	☐	☒	☐
4-F Statement	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐
Public Hearing _____	☐	☒	☐
Borrow Source	☐	☒	☐
Material Source Commercial	☒	☐	☐
Utilities	☒	☐	☐

Type Water line on bridge

	YES	NO	MAYBE
Hydraulics Study	☒	☐	☐
Soils Investigation	☒	☐	☐
Airport Clearance	☐	☒	☐
Economic Analysis	☐	☒	☐
Requires Field Survey	☒	☐	☐
Old Survey Available	☐	☒	☐
Requires Vicinity Map	☒	☐	☐
Requires Photogrammetry	☐	☒	☐
Requires Reconnaissance Survey	☐	☒	☐
Reconnaissance Available	☐	☒	☐
Design Review	☐	☒	☐

4 - WORK ITEMS

	TO BE PERFORMED BY APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☒ (Vicinity Map)	☒	☐
RIGHT-OF-WAY	☒ See Features	☐	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	
CORRIDOR APPROVAL	( )	
FIELD SURVEY	(4)	1
PRELIMINARY DESIGN	( )	
DESIGN APPROVAL/FINAL EIS	( )	
RIGHT-OF-WAY DESCRIPTIONS	( )	
RIGHT-OF-WAY ACQUISITION	( )	
P.S. & E. DOCUMENTS	( )	

RECOMMENDED CONSTRUCTION DATE: 7-83 (Region) _____ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
Class "B" A.C.	4"	1-1/2"
Aggregate Base	12"	--

7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	6,100	
RIGHT OF WAY		
TRAFFIC CONTROL		
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY		
OTHER _____		
ENGINEERING & CONTINGENCIES		
PROJECT TOTAL	198,000	

SUBMITTED BY Don E. Chrisler
Region Location Supervisor

PROSPECTUS MAP

ASH SWALE BRIDGE NO. 53C27
Bethel Road (Co.)
Polk County

Township 6 South
Range 4 West
Section 19

7693

FEDERAL AID PROJECT REQUEST

Date March 17, 1982

Applicant Agency Polk County
Request for: Off-System ____, FAS-C X, FAUS ____ Project
Federal Aid Route No. A-549 Route Name ____
Project Name McCoy Bridge over Ash Swale.

Project Length Approximately 90 feet Project Location (Attach sketch map)
Project Description New bridge to replace an old timber bridge.

Average Daily Traffic 875 Design Speed ____

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 36 feet Travel Lanes 20 feet Shoulders 8 feet
Medians ____ Parking ____
Sidewalks ____
Remarks ____

2. Desired Roadway Cross Section: (Attach sketch)

Width 36 feet Travel Lanes 24 feet Shoulders 6 feet
Medians ____ Parking ____
Curbed ____ Length Curb Radii ____
Sidewalk/Bikeway ____
Remarks ____

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60 feet Minimum ____ Maximum ____

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ____ No X

3. Will additional right-of-way be needed? Yes ____ No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No ____
Remarks ____

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None.

2. Proposed Signalization:

Location None.

Type

Phases

Type of Suspension

Interconnected

Remarks

3. Permanent Signing:

Include in project or by applicant? None required.

4. Permanent Striping:

Include in project or by applicant? By applicant.

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

None.

2. Proposed Illumination:

Location None required.

Type

Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location M.P. 4.95 Bethel Road (see vicinity map)

Type Timber Bridge # 53 C 27

Approach Roadway Width 20 feet Shoulder Width 6 feet

Length 94 feet Width 24 feet

To remain in place? No. County will remove the old bridge prior to contractor starting work.

2. Proposed Structure:

Location Same as existing.

Approximate Size: Length *see below Width 32 feet

* As required by hydraulic study.

Are sidewalk/bikeways desired? No.

Are any utilities to be attached to structure? Water line.

Are provisions for illumination desired? No.

Are there any unusual or complicating conditions? County to provide detour.

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes_____ No_____

   Name of Railroad

   Existing Crossing Protection

2. Will existing railroad crossing be altered?

   Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — Polk County Surveyors Office — Office
2. Environmental — Polk County Surveyors Office — Office
3. Public Hearing — Polk County Surveyors Office — Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant * State ** Consultant_____

* Vicinity map by County.
** Remaining by State.

2. Project construction engineering to be performed by:

Applicant_____ State X Consultant_____

3. Will applicant perform any work prior to or after award of contract?
Yes X No_____
If "yes," describe briefly: County will provide detour and remove old bridge before contractor starts work. County will also provide temporary protection and direction signing at the structure site.

4. Applicant's estimate of cost for requested project:

Roadway Work	$_____
Right-of-way costs (if participating)	_____
Traffic control	_____
Illumination	_____
Structures	_____
Railroad	$175,000.
Other_____	_____
Preliminary engineering	_____
	_____
PROJECT TOTAL	$ $198,000.

Remarks The county would appreciate the scheduling of this project for contracting in July, 1983.

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF _____ and/or POLK COUNTY

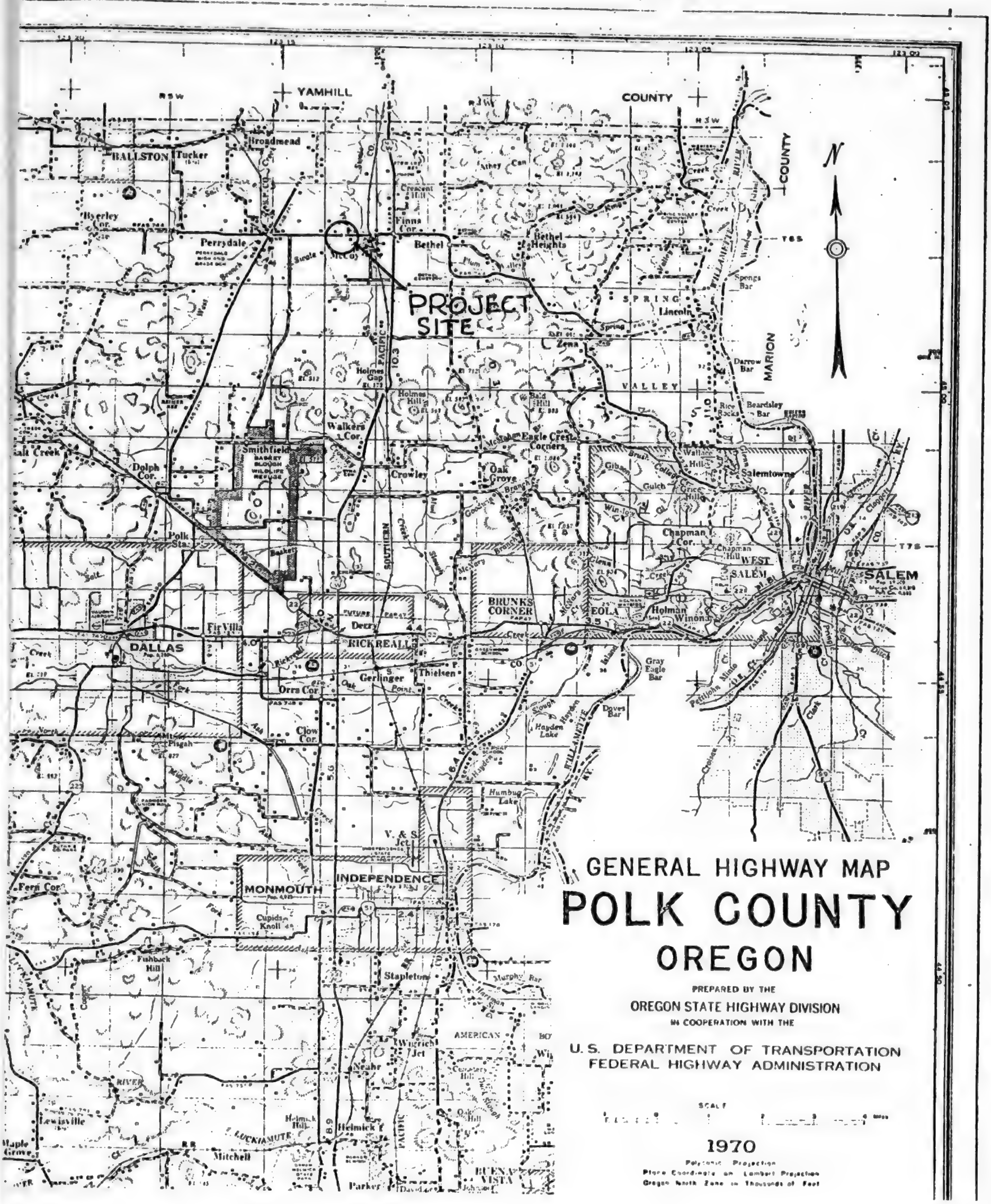
By_____

By_____

By Kenneth Hubbard 3.17.82
Chairman, Board of Commissioners

By Thomas Gadsby 3.17.82
Vice Chairman, Board of Commissioners

By Earl J. Mikkelsen 3.17.82
Member, Board of Commissioners



GENERAL HIGHWAY MAP

POLK COUNTY

OREGON

PREPARED BY THE

OREGON STATE HIGHWAY DIVISION

IN COOPERATION WITH THE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

SCALE

1970

Polyconic Projection
Plane Coordinates on Lambert Projection
Oregon North Zone in Thousands of Feet

PROGRAM SECTION
MANAGER _____ PROJECT UNIT _____
MAY 12 1983
MAN. ASSIST. _____ PROGRAM UNIT _____
REFER TO _____
FOR _____

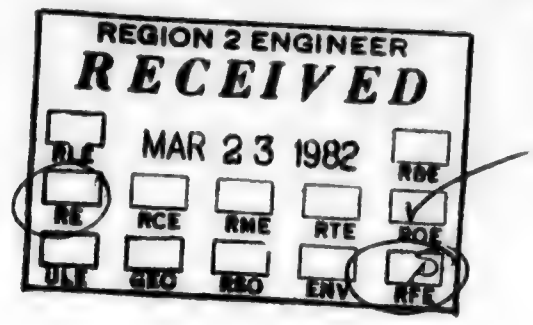
9693

Polk County Surveyor

County Courthouse
Room 206
DALLAS, OREGON 97338

C RALPH BLANCHARD
County Surveyor

Phone: 623-8171
Ext. 388



March 12, 1982

Mr. Phil Stearns
Region II Engineer
2690 State Street
Salem, Oregon 97310

Dear Phil:

We have been informed that Federal Aid Project requests for the 1983 FAS-C Projects are now being received.

On September 21, 1981 we submitted a request for a project involving the construction of a bridge over Ash Swale on Bethel Road. This letter is to request a reactivation of this request.

We have now determined that this road cannot be closed to traffic during construction. The county will provide a temporary detour and temporary protection and directional traffic devices at the structure site. The county will also remove the old bridge.

A revised "Federal Aid Project Request" dated March 17, 1982 is enclosed. Also enclosed is a copy of a revised "Vicinity Map and Profile".

It would be greatly appreciated if this project could be scheduled for contracting in July, 1983.

If you have any questions, please feel free to call.

Very truly yours,

C. Ralph Blanchard
Polk County Surveyor and
Assistant Roadmaster

CRB:g
enclosure

Polk County Surveyor

County Courthouse
Room 206
DALLAS, OREGON 97338

C. RALPH BLANCHARD
County Surveyor

Phone: 623-6171
Ext. 386

September 21, 1981

Mr. Phil Stearns
Region II Engineer
2690 State Street
Salem, Or. 97310

Dear Phil:

Pursuant to our "Proposed Fiscal Year 1982 Project Information" previously submitted to you, herewith is a print of a vicinity map and a Federal Aid Project Request for a bridge construction project.

The bridge site will be closed to traffic during construction either by closing the road to through traffic or the County will provide a temporary detour at the structure site.

The County will remove the old bridge prior to starting work by the contractor.

If there are any questions relative to this, please feel free to contact this office.

Very truly yours,

C. Ralph Blanchard
Polk County Surveyor and
Assistant Roadmaster

CRB:g
enclosure

1983	Moro-Grass Valley Sec. Sherman Hwy. (Grading & paving)	9694 [redacted]

9694

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
F-12(4)

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
20049

2A. COUNTY NAME
Sherman

6. TO
Mr. Donald E. Forbes
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE
October 24, 1989

8. FEDERAL ROUTE NUMBER
FAP 12

9. STATE ROUTE NUMBER
42

10. GENERAL LOCATION:
Moro - Grass Valley

11. GENERAL DESCRIPTION OF WORK
Reconstruction of drainage structure

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 10/24/89 as requested in Mr. Husby's letter of 10/26/89 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 9 is approved for a TEC of $15,000 - Federal Funds $13,223.

RECEIVED
STATE HWY ENGR
NOV 8 '89
ASSIGNED TO
Cam Gilmour
FOR

INFO	INVES	ROUGH DRAFT	DRAFT REPLY	SIGN	ACT	FILE
					K	

14. DATE
11/7/89

15. SIGNATURE OF APPROVING OFFICIAL
John T. Price

16. TITLE
For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

jc cc: OSHD (D. Forbes)

STATE COPY

967-1

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

7-31-89

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	4	Sherman	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
7/27/89	Thomas P. Lowe, Area Engineer	F-12(4)

COMPLETION DATE (Actual)	ACCEPTANCE DATE BY CONRTACT AGENCY	TIME ELAPSED	CONTRACT TIME
11/30/87	7/7/87	111 %	350 days

LOCATION

See Below

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

MORO - GRASS VALLEY SECTION
SHERMAN HIGHWAY
Grading and Paving

Project Description:
This project provided for an AC overlay and widening between milepost 18.57 - 24.35 and 16.45 - 29.40, and new construction between mile point 24.35 and 26.45.

The project included a future chip seal to be done by State forces.

The AC paving was completed in the fall of 1984. The State's chip seal using styrelf asphalt emulsion was completed in 1985.

Contract Time:
The contractor used 31 days more than the allowable contract time. A time extension for 23 days was granted. Liquidated damages were charged for eight days at $300 per day.

Cost:
The final project cost of $2,784,919 is six percent over the authorization.

General Comments:
The matters mentioned in the final inspection report have been satisfactorily resolved and the State has completed the chip seal. The project is now acceptable.

- TPL -

RECEIVED
STATE HIGHWAY ENGR
AUG 3 '89
ASSIGNED TO
Hurley

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: Thomas P. Lowe		SIGNATURE: John T. Price	
TITLE: Area Engineer	DATE: 7/31/89	TITLE: District Engineer	DATE: 7/31/89

FORM FHWA 1446B (Rev. 2-84) PREVIOUS EDITIONS MAY BE USED.

9694

TO BE COMPLETED BY FHWA		
MONTHLY TRANSACTION NUMBER 1-138	U.S. Department of Transportation Federal Highway Administration	Form Approved; O M B No. 04-R2089
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	State: Oregon
MODIFICATION NUMBER 5	1-2[illegible]	County: Sherman
		Project Number: F-12(4)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 11 , 19 83 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,640,537.00	$ 2,609,152.00
Federal funds	$ 2,327,633.00	$ 2,278,282.00
Other revisions		

This modification is made for the following reasons: To release federal funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 26TH day of JAN , 19 '89 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Joseph A. Speight Jr.
MANAGER, PROGRAM SECTION
(Title)

XXX By FOR: DONALD E. FORBES, P.E.
STATE HIGHWAY ENGINEER
(Title)

By _____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)
FOR: DALE E. WILKEN

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon January 23, 1989

Federal-aid Project No. F-12(4)

Moro-Grass Valley Section
Sherman Highway
Sherman County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (Sta. 446+00 to 780+00)

Subtotal as shown on estimate of 12-16-86		$2,338,120.75
	Construction Decrease Costs	(55,985.00)
	Subtotal	$2,282,135.75
	Engineering	302,416.25
	Total	$2,584,552.00

Length of Roadway ---------- 6.33 mi.
Cost of Roadway Per Mile ---------$408,302.05

Nonparticipating State Work

3/8"-#10 Material in Stockpile	2,000 Cu. Yd.	10.00	$ 20,000.00
Single Mailbox Supports	13 Each	100.00	1,300.00
State Responsibility for Damages		All Required	3,300.00
		Total	$ 24,600.00

SUMMARY OF FUNDS (88.15%)

DESCRIPTION	APPN CODE	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
Roadway	010	$ 2,584,552.00	$ 2,278,282.00	$ 306,270.00
Nonpartic.	---	338,515.00	298,299.00	40,216.00
TOTAL		$ 2,609,152.00	$ 2,278,282.00	$ 330,870.00

Sub. Job 010 = 0%; Sub. Job 011 = 100%
Contract No. 9,694
Prefix: C028-1962 (P.E.)
C028-1054
C09694

DDB:bkw

9691

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA		
MONTHLY TRANSACTION NUMBER	U.S. Department of Transportation **Federal Highway Administration**	State: Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County: Sherman
MODIFICATION NUMBER: 4 b	4-17-87	Project Number: F-12(4)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 11, 19 83, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,594,727.00	$ 2,640,537.00
Federal funds	$ 2,287,251.00	$ 2,327,633.00
Other revisions		

This modification is made for the following reasons:

To include increase in construction costs and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 17TH day of APR, 19 87.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

By For: Larry Rulien

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

Oregon State Highway Division
Salem, Oregon December 16, 1986

Federal-Aid Project No. F-12(4)

Moro-Grass Valley Section
Sherman Highway
Sherman County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (Sta. 446+00 to Sta. 780+00)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
3/4-0 Material in Stockpile (PA #9B)	$ ---	---	---	3,155	$12,336.05
AC Mix Bonus (Adj. #4A)	---	---	---	100%	25,856.15
Temp. Striping (FA #2)	---	---	---	---	5,201.66
					$43,393.86

Increase	$ 43,393.86
Subtotal from Estimate of October 30, 1985	2,294,726.89
Subtotal	$2,338,120.75
Engineering	302,416.25
Total	$2,640,537.00

Length of Roadway ---------- 6.326 miles
Cost of Roadway Per Mile ---------- $417,410.21

Federal Funds (88.15%)	$2,327,633.00
State Funds	312,904.00
TOTAL	$2,640,537.00

Appn Code 010
Group 1 = 100%
Contract No. 9694
Prefix: 28-1962
Prefix: C09694

RLC:me

Moro-Grass Valley Section
Sherman Highway

Nonparticipating State Work

3/8"-#10 Material in Stockpile	2,000	Cu. Yd.	10.00	$20,000.00
Single Mailbox Supports	13	Each	100.00	1,300.00
State Responsibility for Damages			All Required	3,300.00
				$24,600.00

9691

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation Federal Highway Administration	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 11-52	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	State Oregon
PROJECT REPORT NUMBER		County Sherman
MODIFICATION NUMBER 24	11-15-85	Project Number F-12(4)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 11 , 1983 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,474,170	$ 2,594,727
Federal funds	$ 2,180,980	$ 2,287,251
Other revisions		

This modification is made for the following reasons:

To include increase in construction costs and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 15TH day of NOV , 19 85 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

XX For: Larry Rulien

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A (Rev. 7-83) Previous editions are obsolete

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON OCTOBER 30, 1985

FEDERAL AID PROJECT NO. F-12(4)

Moro-Grass Valley Section
Sherman Highway
Sherman County

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE 1000
Roadway (Sta. 446+00 to Sta. 780+00)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Temporary Delinators	$ 20.00	30	$ 600.00	105	$ 2,100.00
Pilot Car	22.00	250	5,500.00	496	10,912.00
Watering	7.00	2,550	17,850.00	2,941	20,587.00
Class B Asphalt Concrete Mix	11.00	59,920.29	659,123.19	60,972	670,692.00
Asphalt in Tack Coat	160.00	80	12,800.00	107	17,120.00
18-inch Culvert Pipe	12.00	910	10,920.00	1,500	18,000.00
Guardrail, Type 2A	8.00	83	66,400.00	11,568	92,544.00
Guardrail Anchors, Type 1	300.00	30	9,000.00	34	10,200.00
Roadside Seeding and Mulching	600.00	9	5,400.00	17	10,200.00
Roadside Seeding and Mulching (PA #6B)	637.50	--	--	18	11,475.00
Reestablish Water lines (F.A. #1)	--	--	--	--	13,647.09
			$787,593.19		$877,477.09

Increase	$ 89,883.90
Subtotal from Estimate of September 16, 1985	2,204,842.99
Subtotal	$2,294,726.89
Engineering	300,000.11
Total	$2,594,727.00

Length of Roadway ---------- 6.326 miles
Cost of Roadway Per Mile --------- $410,168.67

Federal Funds (88.15%)	$2,287,251.00
State Funds	307,476.00
TOTAL	$2,594,727.00

Appn Code: 010
Group 1: 100%
Contract No. 9694
Prefix: 28-1962
Prefix: C09694

RLC:me

9674

STATE COPY

TO BE COMPLETED BY FHWA		
MONTHLY TRANSACTION NUMBER 10-73	U.S. Department of Transportation Federal Highway Administration	Form Approved; O M B No. 04-R2089
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	State: OREGON
MODIFICATION NUMBER: 3	10-15-85	County: SHERMAN
		Project Number: F-12(4)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 16 ,19 84 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,454,000	$ 2,474,170
Federal funds	$ 2,163,201	$ 2,180,980
Other revisions		

This modification is made for the following reasons: To include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 15TH day of OCT ,19 85 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

BY FOR: L. W. Rulien, P.E.

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON SEPTEMBER 16, 1985

FEDERAL AID PROJECT NO. F-12(4)

MORO-GRASS VALLEY SECTION
SHERMAN HIGHWAY
SHERMAN COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE I000
ROADWAY (Sta. 446+00 to Sta. 780+00)

ITEM	UNIT	PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Flagmen	Hr.	10.00	1,200	$ 12,000.00	3,207	$ 32,070.00
				$ 12,000.00		$ 32,070.00

SUBTOTAL from Estimate of November 9, 1984	Increase	$ 20,070.00
		2,184,772.99
	Subtotal	$2,204,842.99
	Engineering	269,227.01
	Total	$2,474,170.00

Length of Roadway ----------	6.326 miles
Cost of Roadway Per Mile -------	$391,111.29
Federal Funds (88.15%) ---------	$2,180,980.00
State Funds ----------	293,190.00
TOTAL	$2,474,170.00

Group 1: 100%
Contract No. 9694
Prefix: 28-1962
Prefix: C09694

RLC:pf

9694

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation Federal Highway Administration	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 11-265	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	State Oregon
PROJECT REPORT NUMBER		County Sherman
MODIFICATION NUMBER 2		Project Number F-12(4)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 11 , 19 83 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,191,595	$ 2,454,000
Federal funds	$ 1,931,890	$ 2,163,201
Other revisions		

This modification is made for the following reasons:

To include increases in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 16th day of November , 1984 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Wayne Flatbee

For Manager, Program Section
(Title)

XX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON NOVEMBER 9, 1984

FEDERAL AID PROJECT NO. F-12(4)

Moro-Grass Valley Section
Sherman Highway
Sherman County

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE I000
Roadway (Sta. 446+00 to Sta. 780+00)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Class B Asphalt Concrete Mix	$ 11.00	44,500	$489,500.00	59,920.29	$ 659,123.19
Asphalt Cement in Mix	165.00	2,670	440,550.00	3,333.12	549,964.80
		SUBTOTAL	$930,050.00		$1,209,087.99

Increase	$ 279,037.99
Subtotal from Estimate of September 6, 1983	1,905,735.00
Subtotal	$2,184,772.99
Engineering	269,227.01
Total	$2,454,000.00

Length of Roadway ---------- 6.326 mi.
Cost of Roadway Per Mile ---------- $387,922.86

Federal Funds (88.15%)	$2,163,201.00
State Funds	290,799.00
TOTAL	$2,454,000.00

Group 1: 100%
Contract No. 9694
Prefix: 28-1962
Prefix: 28-1059

WH:me

96-94

TO BE COMPLETED BY FHWA		Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 10-258	U.S. Department of Transportation Federal Highway Administration	State: Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County: Sherman
MODIFICATION NUMBER 1	10-1-84	Project Number: F-12(4)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 11 , 19 83 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,191,595	$ 2,191,595
Federal funds	$ 2,191,595	$ 1,931,890

Other revisions: Appn Code 010

(Note: Additional Federal Funds Collected - $105,980.15)

This modification is made for the following reasons:
"The project agreement executed 10-11-83, is modified to decrease federal-aid participation to 88.15 percent in accordance with P.L. 97-424, Section 145."

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 1st day of October , 19 84 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____
Manager, Program Section
(Title)

~~XXX~~ For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)
For: Dale E. Wilken

Moro - Grass Valley
Sherman Co
28-1059

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

9671.

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NO. 10-55	FEDERAL-AID PROJECT AGREEMENT 10-11-83	Oregon
		County Sherman
		Project No. F-12(4)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Moro-Grass Valley

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-6-83	10.831
OTHER *(Specify)*		

FUNDS PRO RATA 88.15%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 2,191,595.00	$ 1,931,890.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

*See Additional Provisions

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator OCT 11 1983

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon September 6, 1983

Federal-Aid Project No. F-12(4)

Moro-Grass Valley Section
Sherman Highway
Sherman County

PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (Sta. 446+00 to Sta. 780+00)

Furnish Field Laboratory Building		All Required	3,000.00	$ 3,000.00
Mobilization		All Required		110,000.00
Temporary Protection and Direction of Traffic		All Required		5,000.00
Temporary Signs	1,120	Sq. Ft.	10.00	11,200.00
Temporary Barricades	40	Each	50.00	2,000.00
Temporary Guardrail, Type 1 Reflectorized	6,450	Lin. Ft.	5.50	35,475.00
Temporary Delineators	30	Each	20.00	600.00
Flagmen	1,200	Hour	10.00	12,000.00
Pilot Car	250	Hour	22.00	5,500.00
Construction Survey Work		All Required		40,000.00*
Clearing and Grubbing		All Required		20,000.00
Removal of Structures and Obstructions		All Required		5,000.00
Ditch Excavation	16	Cu. Yd.	20.00	320.00
General Excavation	125,100	Cu. Yd.	1.95	243,945.00
Trench Excavation	443	Cu. Yd.	5.00	2,215.00
Finishing Roadbed and Slopes		All Required		10,000.00
Watering	2,550	M-Gal.	7.00	17,850.00
Coarse Aggregate Base	64,500	Ton	3.20	206,400.00
3/4"-0 Aggregate Base	22,750	Ton	4.00	91,000.00
Class "B" Aspahlt Concrete Mixture	44,500	Ton	11.00	489,500.00
Asphalt Cement in Mixture	2,670	Ton	165.00	440,550.00
Membrane Waterproofing	125	Sq. Yd.	20.00	2,500.00
Asphalt in Tack Coat	80	Ton	160.00	12,800.00
3/4"-0 Aggregate in Prime Coat	330	Cu. Yd.	12.00	3,960.00
MC-250 Asphalt in Prime Coat	60	Ton	230.00	13,800.00
12-inch Culvert Pipe	700	Lin. Ft.	10.00	7,000.00
18-inch Culvert Pipe	910	Lin. Ft.	12.00	10,920.00
24-inch Culvert Pipe	80	Lin. Ft.	20.00	1,600.00
36-inch Culvert Pipe	190	Lin. Ft.	30.00	5,700.00
84-inch Culvert Pipe	88	Lin. Ft.	100.00	8,800.00

Concrete Inlets, Type G-2	2	Each	300.00	600.00
Guardrail, Type 2A	8,300	Lin. Ft.	8.00	66,400.00
Guardrail, Type 3	100	Lin. Ft.	20.00	2,000.00
Guardrail Anchors, Type 1	30	Each	300.00	9,000.00
Extra for Guardrail Bridge Connections	4	Each	200.00	800.00
Rail End Pieces, Type C	30	Each	80.00	2,400.00
Type 1 Fence	2,100	Lin. Ft.	2.50	5,250.00
Extra for Asphalt Approaches	135	Each	50.00	6,750.00
Delineators, Type 2	310	Each	20.00	6,200.00
Delineators, Type 4	20	Each	15.00	300.00
Roadside Seeding and Mulching	9	Acre	600.00	5,400.00
				$ 1,883,735.00

Anticipated Items

Permanent Pavement Striping	All Required	$ 12,200.00
Temporary Pavement Striping	All Required	3,300.00
Temporary Erosion Control	All Required	1,000.00
Construction Survey Work (Extra Work)	All Required	5,500.00
		$ 22,000.00
	Subtotal	$ 1,905,735.00
	Engineering	245,860.00
	Engineering (Construction Survey Work)	40,000.00
	Total	$ 2,191,595.00
Length of Roadway		6.326 mi.
Cost of Roadway Per Mile		$ 202,344.66

*Include in Engineering Cost Only.

Federal Funds (88.15%)	$ 1,931,890.00
State Funds	259,705.00
Total Cost	$ 2,191,595.00

Reimbursement 100; Public Law 97-424, S145 $ 2,191,595.00

Group 1 100%
Contract No. 9694
Prefix: 28-1962
Prefix: 28-1059

Moro-Grass Valley Section
Sherman Highway
Nonparticipating-State Work

3/8"-#10 Material in Stockpile	2,000	Cu. Yd.	10.00	$	20,000.00
Single Mailbox Supports	13	Each	100.00		1,300.00
State Responsibility for Damages		All Required			3,300.00
				$	24,600.00

9694

July 23, 1987

CON 5 - #9694

Safeco Insurance Co. of America
4101 SW Kruse Way
Lake Oswego, OR 97034

On July 7, 1987, we wrote to you concerning release of final payment on Contract No. 9694 awarded to Ameada Mining & Construction Co., Inc. for work on the Moro-Grass Valley Section of the Sherman Highway in Sherman County.

Final payment on this contract is $5,592.10 and the total contract amount is $2,267,466.02 including $24,412.58 for work performed under force account.

Fran Heavoll
COMMISSION SERVICES

cgc

cc: Ameada Mining & Construction Co., Inc.
P.O. Box 831
Prineville, OR 97754

bc: C. O. Fredrickson
Walt Hart
Dale Allen

STATE OF OREGON
Highway Division - Maintenance Section

INTEROFFICE MEMO

TO: File

DATE: October 23, 1986

FROM: Steve Littrell
Project Coordinator

SUBJECT: Contracting Out Comparison Projects - Findings
Maintenance Activity 104, Oiling
State Forces: Moro-Grass Valley
Commission Contract: Lyle Gap - Madras

Oiling. Maintenance activity "oiling" consists of applying liquid asphalt and cover aggregate on bituminous (asphalt) roadway surfaces; (1) to seal cracks, (2) rejuvenate dry weathered areas, (3) prolong pavement life, and (4) retard surface deterioration.

According to maintenance performance standards, this work involves a crew of approximately 17 people. Eighteen pieces of equipment are generally used, including dump trucks, rollers, spreader, distributor, sweeper, transport and pickups/pilot car. Average daily production is about 6,500 - 13,000 gallons of liquid asphalt or emulsion and cover aggregate applied to the road surface. One lane at a time is spread (shot), aggregate covered, rolled, and broomed before traffic is allowed back on the surface.

Two projects were selected for comparison of work accomplished by state forces vs. work accomplished by private contracting companies. The two projects were selected due to their similarities in size and scope. The projects are nearly equal in all respects and are good examples for comparison study, such as this.

The contracted out project, Lyle Gap - Madras was a state preservation funded Commission Services contract. J.C. Compton Company, of McMinnville, was the successful bidder with experience at this type of work. Completion time was set for September 15, 1985. The project called for placing approximately 300 tons of asphalt emulsion and ~~2,200~~ cubic yards of aggregate on 11.25 centerline miles of The Dalles-California Highway between Lyle Gap and Madras. For comparison purposes, ~~198,600~~ square yards of roadway was covered at a total cost (labor, equipment, materials, inspection) of $134,302.82 for a cost per square yard of $0.68. When the state's overhead (preliminary engineering and government-wide overhead) is added to the total cost, the new actual cost is $141,963.18 for a revised cost per square yard of $0.72.

why different rates compared M-C.V. so

Too many questions

Report should summarize similarities explain & show or not effect of differences so clear, readable report leads to easy understanding & comparison.

RECEIVED
STATE HWY ENGR
OCT 23 '86
REFER TO
FOR
Init. | Instr. | H/U | O/R | Sign | Act | File

01-125-1367

The State Forces portion of the comparison, Moro-Grass Valley, was an existing force order to seal and preserve a 1984 overlay. Maintenance crews from Condon, Moro, and Arlington were used to accomplish the work in August, 1985. The project called for placing approximately 320 tons of asphalt emulsion and 1,600 cubic yards of aggregate on 10.9 centerline miles of the Sherman Highway between Moro and Grass Valley. For comparison purposes, 213,700 square yards of roadway was covered at a total cost (labor, equipment, materials) of $119,800.00 for a cost per square yard of $0.56. When the state's overhead (unit overhead and government-wide overhead) is added to the total cost, the new actual cost is $125,944.10 for a revised cost per square yard of $0.59.

Findings: Maintenance Activity 104, Oiling
State: 59¢ per square yard
Contractor: 72¢ per square yard
(difference of 13¢ per square yard)

NOTE: Supporting documentation attached:

Contract

Revised Cost Summary, 1 page
Cost Summary, 1 page
Memo to file P.E. & C.A. Costs, 1 page
Direct Labor & Overhead Rates, 3 pages
Narrative Report, 2 pages
Semi-final Estimate, 2 pages
Dale Allen memo, 2 pages
Steve Littrell memo, 3 pages

State Forces

Revised Cost Summary, 1 page
Cost Summary, 2 pages
DMS Percentage and Unit Overhead Factors, 2 pages
Direct Labor & Overhead Rates, 3 pages
Narrative Report, 2 pages
State Forces Order #5, 1 page
Dale Allen memo, 2 pages
Daily Extra Gang Reports, 7 pages
Steve Littrell memo, 2 pages

SL:clh

cc: Jack Kalinoski - AGC
Scott Benge - AGC
Don Adams
Jack Sullivan
John Sheldrake
Don Sledge
Roger Olsen

OILING: MAINTENANCE ACTIVITY 104

Contracting Out Comparison Project

Kyle Gulp - Madrus

COMMISSION CONTRACT

Total Square Yards 198,600

Total Semi-final Estimated Pay Costs $134,302.82

1. Actual Labor, Equip. & Materials $132,307.90
2. Contract Admin. (Engineering Inspection) + 1,994.92 ← actual or 1%

$134,302.82

Initial Cost Per Square Yard $\frac{\$134,302.82}{198,600}$ = $0.676

Preliminary Engineering P.E. $ 7,486.80
Using *5% on original cost estimate
of $149,736 from original authorization
total pay costs (semi-final estimate).

Actual Pay Costs (Labor, Equip, Materials) from above + $132,307.90

Contract Admin. (Engineering Inspection) from above + 1,994.92

[3]Govm't Wide Overhead Factor (GWOF) .087 X 1,994.92 = + 173.56

1.	Highway Accounting	.034
2.	Legal Services	.004
3.	Insurance	.009
4.	Central Services	.040
		.087

$141,963.18

Revised Cost Per Square Yard (Contract) $\frac{\$141,963.18}{198,600}$ = $0.715

*Estimated at 5% for "maintenance type" contracts.
(See attached memo to file P.E. & C.A. Costs 6-19-86)
[3]See attached (3) sheets Direct Labor and Overhead rates 4-15-86.

SL:nj
Rev. 7-14-86
Rev. 10-10-86
7 007

COST SUMMARY
(Excluding "States" Overhead)

CONTRACTING OUT COMPARISON PROJECT
Maintenance Activity 104

OILING - CONTRACTOR

Project: Lyle Gap - Madras C10043 - Jefferson Co.
District 10 Region 4 The Dalles-California Highway

Project Details:

Begin work: 8/15/85 End work: 8/19/85
Length: 11.25 centerline miles
Size: 198,600 square yards
Scope: Place 3/8"-#10 Polymer modified emulsion chip seal over existing highway in 2-12' travel lanes only. (State Preservation Funding.)

Materials: (Bid Items)

1. HFE 100S (Polymer modified emulsion)
Actual quantity used: 228.94 tons
Haul distance: 10 miles
Spread rate: 0.31 gal./sq.yd.
Invoice quantity: 228.94 tons
Bid price per ton: $285.00

2. 3/8"-#10 aggregate (hauling and placing)
Actual quantity used: 2562.50 cu.yds.
Haul distance: 5 miles
Spread rate: 25 lbs./sq.yd.
Truck ticket quantity: 2562.50 cu.yds.
Bid price per cu.yd.: $12.00

3. Temporary protection and direction (includes temporary signs, flaggers, pilot car)

Temporary protection and direction	lump sum	$10,000.00
Temporary signs $4.00/sq.ft. (894 sq.ft)		3,576.00
Flaggers @ $1.00/hr (167.5 hrs)		167.50
Pilot car @ $29.00/hr (83.5 hrs)		2,566.50
		$16,310.00

4. Mobilization lump sum $20,000.00

COST BREAKDOWN

1.	Mobilization	$ 20,000.00
2.	Temporary protection & direction (sign, flaggers, pilot car)	16,310.00
3.	Asphalt Polymer modified emulsion	65,247.90
4.	3/8"-#10 aggregate hauling and placing	30,750.00
	Subtotal	$132,307.90
5.	Engineering (inspection)	1,994.92
	Total Semi-final Pay Costs	**$134,302.82**

SL:nj
10-21-86
9 042

STATE OF OREGON
Highway Division - Maintenance Section

INTEROFFICE MEMO

TO: File

DATE: June 19, 1986

SUBJECT: [redacted] Maintenance Management Percentages

Eighteen Districts of the Highway Division were asked two (2) questions:

1. Of your total maintenance budget (activities 048 and 064)[Column 4], what percent is spent on actual managing the day to day maintenance activities of the district?

2. Of your total maintenance budget (activities 048 and 064)[Column 4], what percent is spent on other activities not related to the actual managing of day to day maintenance activities?

A wide variety of responses was received with a high of 100%/0% to a low of 40%/60%. The average of all 18 districts (including two bridge districts) was 66.8%/33.2% or rounding to 67%/33%.

which works!

Steve Littrell
Project Coordinator

SL:clh

1189-1887

MAINTENANCE UNIT OVERHEAD FACTORS BY DISTRICT

(Revised) 4-29-86

Source: ODOT/Highway Division - Maintenance Section
Report MM-103 Maintenance Management System
02-18-86 Maintenance Workload and Performance Budget
Fiscal Year 1985-86

REGION	DISTRICT	1/ ADMIN. COSTS	2/ DIRECT LABOR TOTAL	3/ UNIT OHF* w/o DMS	4/ DMS COSTS	5/ DMS/OHF*	6/ COMBINED DMS/OHF*
1	Reg. Crews	$ 12,880**	$ 491,897	.026	$		
	2A	260,970	1,866,000	.140	213,213	.114	.254
	2B	515,962	1,430,766	.361	416,526	.291	.652
	2C	330,793	1,573,466	.210	299,659	.190	.400
	21	97,950**	1,117,070	.088	160,355	.144	.232
	TOTALS	**$1,218,555**	**$6,479,199**	**.188**	**$1,089,753**	**.168**	**.356**
2	Reg. Crews	$ 110,690	$ 327,931	.338	$		
	1	170,407**	1,463,318	.116	144,677	.099	.215
	3	265,492**	2,146,601	.124	335,810	.156	.280
	4	309,156**	1,878,354	.165	332.422	.177	.342
	22	296,225	714,321	.415	167,019	.234	.649
	TOTALS	**$1,151,970**	**$6,530,525**	**.176**	**$ 979,928**	**.150**	**.326**
3	Reg. Crews	$ 3,220**	$ 165,954	.019	$		
	5	342,903	1,583,405	.217	196,521	.124	.341
	6	198,706	1,632,291	.122	229,980	.141	.263
	7	151,917	1,558,539	.097	180,706	.116	.213
	8	459,379	1,887,689	.243	302,845	.160	.403
	TOTALS	**$1,156,125**	**$6,827,878**	**.169**	**$ 910,052**	**.133**	**.302**
4	Reg. Crews	$ 23,702	$ 115,604	.205	$		
	9	307,647	1,240,197	.248	220,998	.178	.426
	10	144,912	1,455,624	.010	214,084	.147	.157
	11	558,160	1,687,292	.331	339,369	.201	.532
	TOTALS	**$1,034,421**	**$4,498,717**	**.230**	**$ 774,451**	**.172**	**.402**

Oregon Micro-Imaging, Inc.

1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

RETAKE

MAINTENANCE UNIT OVERHEAD FACTORS BY DISTRICT
(Revised) 4-29-86
Source: ODOT/Highway Division - Maintenance Section
Report MM-103 Maintenance Management System
02-18-86 Maintenance Workload and Performance Budget
Fiscal Year 1985-86

REGION	DISTRICT	1/ ADMIN. COSTS	2/ DIRECT LABOR TOTAL	3/ UNIT OHF* w/o DMS	4/ DMS COSTS	5/ DMS/OHF*	6/ COMBINED DMS/OHF*
1	Reg. Crews	$ 12,880**	$ 491,897	.026	$		
	2A	260,970	1,866,000	.140	213,213	.114	.254
	2B	515,962	1,430,766	.361	416,526	.291	.652
	2C	330,793	1,573,466	.210	299,659	.190	.400
	21	97,950**	1,117,070	.088	160,355	.144	.232
	TOTALS	**$1,218,555**	**$6,479,199**	**.188**	**$1,089,753**	**.168**	**.356**
2	Reg. Crews	$ 110,690	$ 327,931	.338	$		
	1	170,407**	1,463,318	.116	144,677	.099	.215
	3	265,492**	2,146,601	.124	335,810	.156	.280
	4	309,156**	1,878,354	.165	332.422	.177	.342
	22	296,225	714,321	.415	167,019	.234	.649
	TOTALS	**$1,151,970**	**$6,530,525**	**.176**	**$ 979,928**	**.150**	**.326**
3	Reg. Crews	$ 3,220**	$ 165,954	.019	$		
	5	342,903	1,583,405	.217	196,521	.124	.341
	6	198,706	1,632,291	.122	229,980	.141	.263
	7	151,917	1,558,539	.097	180,706	.116	.213
	8	459,379	1,887,689	.243	302,845	.160	.403
	TOTALS	**$1,156,125**	**$6,827,878**	**.169**	**$ 910,052**	**.133**	**.302**
4	Reg. Crews	$ 23,702	$ 115,604	.205	$		
	9	307,647	1,240,197	.248	220,998	.178	.426
	10	144,912	1,455,624	.010	214,084	.147	.157
	11	558,160	1,687,292	.331	339,369	.201	.532
	TOTALS	**$1,034,421**	**$4,498,717**	**.230**	**$ 774,451**	**.172**	**.402**
5	Reg. Crews	$ 6,032**	$ 143,339	.043	$		
	12	331,634	1,476,140	.225	250,954	.170	.395
	13	269,348	1,395,169	.193	199,230	.143	.336
	14	483,872	1,563,542	.309	249,330	.159	.468
	TOTALS	**$1,090,886**	**$4,578,190**	**.238**	**$ 699,514**	**.153**	**.391**
STATEWIDE GRAND TOTALS (All Crews)		**$5,651,957**	**$28,914,509**	**.195**	**$4,453,698**	**.154**	**.349**

*Overhead Factor.
**No bldg. & grounds maint. (Act. 191) budgeted in these crews.

1/ Total unit costs for labor, materials, equipment for Activities 191, 194-196 (only).
2/ Total requirement direct labor costs for entire unit (does not include admin. labor costs from 1/ above).
3/ Unit overhead factor 1/ + 2/ (excluding DMS).
4/ Total costs for DMS for Activities 048 and 064 (only).
5/ DMS unit overhead factor 4/ + 2/.
6/ Combined overhead factor unit and DMS 3/ + 5/.

NOTE: Indirect costs budgeted at (2%) are not included in this report.

SL:nj
v. 2-20-86
4-29-86

(Act. 193 removed from Admin. Costs)

Activity Codes
048 Dist. Maint. Supv. (Supervision)
064 Dist. Maint Supv. (Utilities)
191 Building & Grounds Maint.
193 Field Supervision
194 Transport Equip. & Repairs
195 Equipment Services & Repairs

Oregon Micro-Imaging, Inc.

1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

END OF RETAKE

HIGHWAY MAINTENANCE CONTRACTING OUT STUDY
CALCULATION OF [redacted]
HIGHWAY DIVISION 85-87 BIENNIUM BUDGET

		TOTAL SALARY AND OPE	DIRECT LABOR
Administration		3,955,126	
Data Entry		763,807	
Materials Testing Lab (ISF - 90% Construction)		2,501,194	
Rental Equipment Fleet (ISF - 90% Maintenance)		1,459	
Fuel Inventory	(" - " ")	15,657	
Equipment Repair Shops	(" - " ")	8,712,904	
Sign Shop	(" - " ")	681,121	
Supply Operations	(" - " ")	1,895,548	
Traffic Signal Services	(" - " ")	1,102,223	
Subtotal		19,629,039	
CONSTRUCTION			
Federal Aid Projects		38,754,284	38,754,284
State Projects	(80% Direct)	3,488,670	2,790,936
Construction Branch		1,828,039	
Regions		4,888,075	
Computer Aided Drafting	(80% Direct)	207,013	165,610
State Traffic Projects	(80% Direct)	3,076,786	2,461,430
Technical Services			
Federal Aid		15,083,492	15,083,492
State P.E.		3,300,000	3,300,000
P.E. Organization		5,173,962	
Other	(80% Direct)	124,610	99,688
R/W Administration		1,393,313	
R/W Field	(80% Direct)	880,312	704,250
F/A R/W		4,812,259	4,812,259
State Construction R/W	(80% Direct)	100,000	80,000
Property Management R/W	(80% Direct)	1,105,000	884,000
Outdoor Advertising	(80% Direct)	12,000	9,600
Planning		509,995	
Research		311,645	
HPR F/A		3,766,096	3,766,096
Total Construction		88,815,551	
MAINTENANCE			
Engineer		1,629,840	
Region Engineer		455,917	
District Supervisor		5,518,202	
Operations	(MMS Budget...see page 2)	70,097,525	52,692,310
Permits	(Represented)	937,900	597,573
Weighmasters	(Represented)	6,325,701	5,215,591
Communications		1,499,927	
Total Maintenance		86,465,012	
T 1 Net Personal Service 85-87 Budget		$194,909,602	$131,541,729

Calculation of Maintenance Operations Direct Labor

2/86 Maintenance Workload and Performance Budget 85-86		Percent
Total labor in operations	$33,514,630	100.00%
Total supervision and support labor included	8,321,400	24.83%
Net direct labor in operations	$25,193,230	75.17

85-87 Highway Division Legislative Approved Budget	
Total labor in operations	70,097,525
Supervision and support (24.83% above)	17,405,215
Net direct labor in operations	$52,692,310

Calculation of Overhead Rates

Highway Accounting

Total Highway accounting 85-87 budget	4,481,711
Total direct labor 85-87 budget	131,541,729
Overhead rate per direct labor dollar	.03407

Legal Services

Total indirect legal services 85-87 budget (not direct charge)	524,400
Total direct labor 85-87 budget	131,541,729
Overhead rate per direct labor dollar	.00398

[redacted]

Highway Division 85-87 Budget

Administration	1,129,191
Construction	19,483
Maintenance operations ($52,700 in Admin.)	--------
Internal Service Funds ($2,154,698 dir. chg.)	--------
Total indirect Insurance 85-87 budget	1,148,674
Total direct labor 85-87 budget	131,541,729
Overhead rate per direct labor dollar	.00873

Central Services Assessment

Total transfer to Central Services for services not direct charged (Personnel, EDP, Budget, Planning, etc.) 85-87 Budget	5,324,894
Total direct labor 85-87 budget	131,541,729
Overhead rate per direct labor dollar	.04048

STATE OF OREGON
Highway Division - Maintenance Section

INTEROFFICE MEMO

TO: File

DATE: June 19, 1986

SUBJECT: P.E. and C.A. Costs on Maintenance Contracts

Scope: To fairly compare costs of contracting-out maintenance activities the (P.E.) preliminary engineering on (P.S. & E.) plans, specs, and engineering costs must be added to the contract bid price.

Additionally, the costs of (C.A.) contract administration or (inspection and final reporting). Also, must be added to the contract bid price.

These three elements P.E. and bid price and C.A. total the comparable cost in like work done by state forces.

P.E. COSTS:

Generally, P.E. costs lower as the size or cost of the project increases, and conversely, rise as the size or cost of the project decreases. Therefore, from a quick determination of past costs, our Final Design Unit suggests using:

Size of Project ($)	% of Cost for P.E.
0 - $50,000.00	15%
50,000.00 - 100,000.00	10%
100,000.00 - +	5%

C.A. COSTS

Generally, C.A. costs are just the opposite trend of P.E. costs. As the size or cost increase so does the engineering (inspection, finalization) and vice versa. Therefore:

Size of Project ($)	% of Cost for C.A.
0 - $50,000.00	5%
50,000.00 - 100,000.00	10%
100,000.00 - +	15%

Steve Littrell
Project Coordinator

SL:clh

HIGHWAY MAINTENANCE CONTRACTING OUT STUDY
CALCULATION OF DIRECT LABOR AND OVERHEAD RATES
HIGHWAY DIVISION 85-87 BIENNIUM BUDGET

4-15-86

		TOTAL SALARY AND OPE	DIRECT LABOR
Administration		3,955,126	
Data Entry		763,807	
Materials Testing Lab (ISF - 90% Construction)		2,501,194	
Rental Equipment Fleet (ISF - 90% Maintenance)		1,459	
Fuel Inventory (" - " ")		15,657	
Equipment Repair Shops (" - " ")		8,712,904	
Sign Shop (" - " ")		681,121	
Supply Operations (" - " ")		1,895,548	
Traffic Signal Services(" - " ")		1,102,223	
Subtotal		19,629,039	
CONSTRUCTION			
Federal Aid Projects		38,754,284	38,754,284
State Projects	(80% Direct)	3,488,670	2,790,936
Construction Branch		1,828,039	
Regions		4,888,075	
Computer Aided Drafting	(80% Direct)	207,013	165,610
State Traffic Projects	(80% Direct)	3,076,786	2,461,430
Technical Services			
Federal Aid		15,083,492	15,083,492
State P.E.		3,300,000	3,300,000
P.E. Organization		5,173,962	
Other	(80% Direct)	124,610	99,688
R/W Administration		1,393,313	
R/W Field	(80% Direct)	880,312	704,250
F/A R/W		4,812,259	4,812,259
State Construction R/W	(80% Direct)	100,000	80,000
Property Management R/W	(80% Direct)	1,105,000	884,000
Outdoor Advertising	(80% Direct)	12,000	9,600
Planning		509,995	
Research		311,645	
HPR F/A		3,766,096	3,766,096
Total Construction		88,815,551	
MAINTENANCE			
Engineer		1,629,840	
Region Engineer		455,917	
District Supervisor		5,518,202	
Operations	(MMS Budget...see page 2)	70,097,525	52,692,310
Permits	(Represented)	937,900	597,573
Weighmasters	(Represented)	6,325,701	5,215,591
Communications		1,499,927	
Total Maintenance		86,465,012	
Total Net Personal Service 85-87 Budget		$194,909,602	$131,541,729

Calculation of Maintenance Operations Direct Labor

2/86 Maintenance Workload and Performance Budget 85-86		Percent
Total labor in operations	$33,514,630	100.00%
Total supervision and support labor included	8,321,400	24.83%
Net direct labor in operations	$25,193,230	75.17

85-87 Highway Division Legislative Approved Budget	
Total labor in operations	70,097,525
Supervision and support (24.83% above)	17,405,215
Net direct labor in operations	$52,692,310

Calculation of Overhead Rates

Highway Accounting

Total Highway accounting 85-87 budget	4,481,711
Total direct labor 85-87 budget	131,541,729
Overhead rate per direct labor dollar	.03407

Legal Services

Total indirect legal services 85-87 budget (not direct charge)	524,400
Total direct labor 85-87 budget	131,541,729
Overhead rate per direct labor dollar	.00398

I(...ance (Undistributed)

Highway Division 85-87 Budget

Administration	1,129,191
Construction	19,483
Maintenance operations ($52,700 in Admin.)	--------
Internal Service Funds ($2,154,698 dir. chg.)	--------
Total indirect Insurance 85-87 budget	1,148,674
Total direct labor 85-87 budget	131,541,729
Overhead rate per direct labor dollar	.00873

Central Services Assessment

(Total transfer to Central Services for services not direct charged (Personnel, EDP, Budget, Planning, etc.) 85-87 Budget	5,324,894
Total direct labor 85-87 budget	131,541,729
Overhead rate per direct labor dollar	.04048

NARRATIVE REPORT

Lyle Gap - Madras Section
The Dalles - California Highway
Contract # 10043 August 1985

SCOPE

This project was for placing a chip seal on a portion of The Dalles-California Highway using a polymer modified emulsified asphalt and a 3/8" to #10 rock chip. The project was funded by the State Preservation program. The rock was produced and stockpiled under a separate contract. Emulsion was HFE 100 S "Sty-relf" supplied by Pacific Emulsions plant at Madras. The contractor, J.C. Compton Co., was experienced in chip seal work and came to the project from a similar job using the same polymer modified emulsion.

TRAFFIC CONTROL

The specifications required that the work area be restricted to 3 centerline miles unless a traffic control plan was approved. A plan to use 2 pilot cars was approved and permitted the contractor to work 3.75 centerline miles. This provided shorter delays for traffic and allowed the project to be finished in 3 days reducing the overall impact to the traveling public.

ROADWORK

The project was started August 15th and the temperatures were well above the 65° specified. Equipment was as specified and in well-maintained operating condition. Pre-construction computations provided an asphalt application rate of 0.33 gallons per square yard and 0.009 cubic yards (19 lbs.) per square

yard of cover coat aggregrate. This was later adjusted to 0.31 gallons per square yard and 0.011 cubic yards (25 lbs.) per square yard. Another 0.002 cubic yards per square yard were added as a dry key over the project when some bleeding and picking of rock occured.

Rolling was accomplished with the two 3 wheeled steel rollers. Because no pre-leveling or patching had been done to the roadway, the steel rollers were unable to get into the traffic ruts. Pilot lines were routed over the seal sooner than would usually be allowed to help get some rolling in the ruts. This created some problems with picking rock at first but when the pilot cars were slowed and a 2 hour minimum was imposed before the piloted traffic was routed over the seal, it accomplished the objective.

COMMENTS

The Polymer Modified Emulsified Asphalt is very sticky product that adheres to the rock chip quickly. The project was broomed the morning following placement. After this initial brooming, very little or no loose rock was present. This is an important factor when seal coating in areas with high traffic volumes. The cost-to-benefit ratio of the product is being studied by others.

A specification for a pneumatic roller should be included. Rutting and other deformities are often a characteristic of our highways and pre-leveling or patching, however desirable, cannot always be done.

OREGON STATE HIGHWAY DIVISION — 11/05/85

SECTION: LYLE SAP-MADRAS
HIGHWAY: THE DALLES-CALIFORNIA
COUNTY: JEFFERSON
TYPE WORK: PAVEMENT SEALING

SPECIFIED COMPLETION
A) 09-15-85
B)
C)

EXTENSION — APPROVED — ISSUED

CONTRACT NO. C10043
F.A.P.
E.A. C10043
AWARDED 05 14 85
ESTIMATE NO 002

WORK DONE TO:
ESTIMATED DATE OF COMPLETION:

CONTRACTOR J. C. COMPTON COMPANY
SEMI-FINAL

ITEM NO.	ITEM NAME / UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT	PERFORMED TO DATE 05/00/00 QUANTITY	PERFORMED TO DATE 05/00/00 AMOUNT	TO COMPLETE 05/00/00 QUANTITY	TO COMPLETE 05/00/00 AMOUNT		PERFORMED SINCE LAST ESTIMATE QUANTITY	PERFORMED SINCE LAST ESTIMATE AMOUNT
00001	D ALLEN REGN ENGR										11		
00002	ROGER OLSON DMS PROJECT MANAGER										11		
001	MOBILIZATION LUMP SUM	200000000	100000	2000000	100000	2000000	100000	2000000			90		
002	TEMPORARY PROTECTION AND DIR OF TRAFFIC LUMP SUM	100000000	100000	1000000	100000	1000000	100000	1000000			90		
003	TEMPORARY SIGNS SQ FT	40000	759000	303600	894000	357600	894000	357600			90		
004	FLAGGERS HOUR	10000	450000	45000	167500	16750	167500	16750			90		
005	PILOT CAR HOUR	290000	150000	435000	88500	256650	88500	256650			90		
00599	ROADWORK										90		
006	ASPH POLYMR MODIF EMULSIF ASPH CHIP SEALTON	2850000	300000	8550000	228940	6524790	228940	6524790			90		

OREGON STATE HIGHWAY DIVISION — 11/05/85

SECTION LYLE GAP-MADRAS
HIGHWAY THE DALLES-CALIFORNIA
COUNTY JEFFERSON
TYPE WORK PAVEMENT SEALING

SPECIFIED COMPLETION A) 09-15-85 B) C)
EXTENSION
APPROVED
USED

CONTRACTOR J. C. COMPTON COMPANY

CONTRACT NO. C10043
F.A.P.
E.A. C10043
AWARDED 05 14 85
ESTIMATE NO. 002
SEMI-FINAL

WORK DONE TO:
ESTIMATED DATE OF COMPLETION:

ITEM NO.	ITEM NAME / UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT	PERFORMED TO DATE 05/00/00 QUANTITY	PERFORMED TO DATE 05/00/00 AMOUNT	TO COMPLETE QUANTITY	TO COMPLETE 05/00/00 AMOUNT		PERFORMED SINCE LAST ESTIMATE QUANTITY	PERFORMED SINCE LAST ESTIMATE AMOUNT
007	HAULING AND PLACING AGGREGATES CU YD	120000	2200000	2640000	2562500	3075000	2562500	3075000			90		
	TOTALS FOR ORIG. CONTRACT			14973600		13230790		13230790					
	TOTALS ALL EXCEPT F.A.					13230790		13230790					
	* TOTAL PAY COSTS			14973600		13230790		13230790					
	ADD. ANTICIP. ITEMS												
94001	PERM PAVEMENT STRIPING			1180000		1180000				1180000	90		
94002	REMOVE TEMP PVMNT MARKERS			50000		50000				50000	90		
98999	CONTINGENCIES			729186									
99999	ENGINEERING			1458324		199492		199492					
	GRAND TOTALS			18391086		14660282		13430282		1230000			

RESIDENT ENGINEER ——— DATE ——— DIVISION ENGINEER ——— DATE ———

STATE OF OREGON

INTEROFFICE MEMO

TO: Don Adams
Maintenance Engineer

DATE: October 28, 1985

FROM: Dale D. Allen
Region Engineer

SUBJECT: Seal Costs
Contract vs. State

For my own information, we worked up the attached cost comparison of the Contract vs. State Force Seals on US 97 north of Madras.

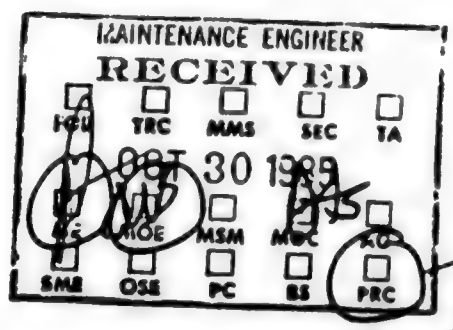
This information may assist you in the comparison you have to do on contract maintenance. One item we overlooked were the PE costs for the contract seal. If our figures are correct, the contract seal was 50% more expensive.

The jobs were nearly identical in scope.

DA:mr

encl

cc: DMS's w/encl
Duane Christensen-FYI w/encl



This will probably be the best we get.

COST COMPARISON

STATE FORCES VS COMMISSION CONTRACTS

Polymer Modified Emulsion Chip Seal

STATE FORCE SEAL Mohr - Gross Valley

Centerline Miles--10.9
Total Square Yards--213,700
Emulsion Haul--70 miles; Aggregate Haul--4.3 miles

Project Costs	%	Cost	Cost/Sq. Yd.
Flagging & Brooming (Includes Night Traffic Control)	5%	$ 5,684	$ 0.027
Night Traffic Control	(2%)	($ 2,107)	($ 0.010)
HFE 100S--$273.65/Ton	64.5%	$ 77,343	$ 0.362
Aggregate--$10.65/C.Y.	17%	$ 20,490	$ 0.096
Labor	7%	$ 8,823	$ 0.041
Equipment	5.5%	$ 6,637	$ 0.031
Temporary Centerline Markers	1%	$ 823	$ 0.004
TOTAL	100%	$119,800	$ 0.560

CONTRACT SEAL Lyle Gap - Madras

Centerline Miles--11.25 miles
Total Square Yards--198.600
Emulsion Haul--10 miles; Aggregate Haul--5 miles

Project Costs	%	Cost	Cost/Sq. Yd.
Mobilization	11.5%	$ 20,000	$ 0.101
Temporary Protection (Includes Signing, Flagging, & Pilot Car)	10.5%	$ 17,817	$ 0.090
HFE 100S--$2.85/Ton	38%	$ 65,248	$ 0.328
Hauling & Placing Aggregate--$12/C.Y.	17%	$ 29,748	$ 0.150
Aggregate (State Furnished)--$15/C.Y.	21.5%	$ 37,185	$ 0.187
Inspection	1.5%	$ 2,500	$ 0.013
TOTAL	100%	$172,498	$ 0.868

/
JG:br

10/10/85

[illegible] REPORT

MORO-GRASS VALLEY

SEAL

Project consisted of placing a 3/8"-#10 Polymer modified emulsion chip seal over 10.9 miles of new aphaltic concrete pavement that was placed on US 97 between Moro and Grass Valley in 1984 by contract.

Placement of the seal began on the North end of project 7/29/85, at Moro and progressed Southerly towards Grass Valley. A problem was experienced due to our scheduled plan with Arrow Transportation to provide two semi tankers with trailers to haul the emulsion from Madras to the project. The first driver had worked too many hours and we had to wait for the second driver to bring the third load of the day. The result of this was a long idle wait in the afternoon and 2½ hours overtime for the crew. We also experienced problems with traffic picking up the emulsion on the meet line in hot weather when they had to cross it.

On 7/30, we experienced rain for about 3 hours starting about mid-morning and were able to place only two loads of emulsion instead of 3 loads as planned. The panels that were placed prior to the rain appeared to be severly damaged from moisture floating the emulsion up on the aggregate, however, to date the damage appears minimal and except for spots of flushing, the area looks normal.

Project was completed on 7/31 in regards to placing the emulsion and aggregate. Showers and the threat of rain, also, was present this date and, here, again, some flushing was experienced because of the showers. While any emulsion will react with water, the high float type appears to be more susceptible to damage or ill effects from moisture than do the cationic emulsions.

Sweeping was completed on 8/1 as well as hand patching of misses and tire marks.

Traffic was controlled by flaggers and pilot vehicles on a 24 hour basis by two twelve hour shifts until excess aggregate was removed the following A.M. Some emulsion on vehicles was evident after they ran through a meet line, however, we did not receive any damage complaints or claims.

The seal was shot full width of the pavement except for guardrail flares and all tapers into and leaving passing lanes were covered. Due to some flushing on the pavement surface prior to the seal an application rate of .32 gal. per sq. yd. was selected and the actual average was .3227 when complete, 3/8"-#10 aggregate was placed at about .009 of cu. yd. per sq. yd. or 23 lbs of aggregate per sq. yd. of surface area.

Signing was provided as outlined by Steve Littrells memo of 8/8/85.

Costs were documented on Extra Gang Reports for the project. Itemized breakdown listed below:

RCM RCE RAS FAS
RTS RECEIVED GEO
RUS OCT 15 1985 RDS
RSO REGION 4 RBI

State Force Seal

Center line Miles - 10.9 miles

Total Sq. Yd 213,700 Sq Yd

Emulsion haul 70 miles, Aggregate 4.3 miles.

Project Cost		To nearest .5%	$119,800	Cost/Sq Yd
✓ Flagging & Brooming (includes night traffic control)		4.74%	5,684	$0.027
✓ * Night Traffic Control		(1.76)%	(2,107)	($0.010)
HFE 100S	66,761 Gal. = 283.63 Tons	Cost/Ton $273.65	64.56 %	77,343	$0.362
Aggregate -	1923 CY	Cost/C.Y. $10.65	17.10 %	20,490	$0.096
✓ Labor (Oiling)			7.37	8,823	$0.041
✓ Equipment (Oiling)			5.54	6,637	$0.031
*Temporary Centerline Markers			0.69	823	$0.004
				119,800	$0.560/Sq Yd

*Note: Temporary centerline markers were placed every 40' on centerline only as white markers were not available for the passing lanes.

Two hundred thirteen thousand seven hundred square yards of surface was covered for an average cost of $.56 per square yard. Average haul on emulsion was 70 miles and aggregate about 4.3 miles.

DWS:ef

cc: Dale Allen ✓
Steve Littrell
Dennis Stephens

✓ see General notes

Contr. Out

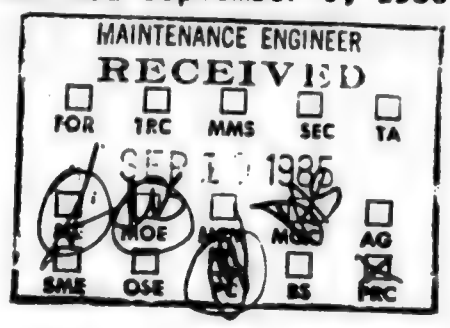
STATE OF OREGON
HIGHWAY DIVISION - MAINTENANCE

INTEROFFICE MEMO

TO: MEMO TO FILE

DATE: August 6, 1985
Revised September 6, 1985

FROM: Steve Littrell
Projects Coordinator



SUBJECT: Comparison Project-Contracting Out
[redacted] (State Forces) SFO #5
Sherman Highway
Sherman County, Contract #9694

On Tuesday July 30th, 1985 an informational visit was made to the project site. Steve Littrell and Dennis Stephens of Maintenance Headquarters - Salem, met with Don Sledge, Assistant District 9 Maintenance Supervisor and Mark Phillips, Maintenance Foreman of Condon.

SCOPE

The Project calls for repairing and correcting deficiencies in the paved surface and placing a type 0-31 Asphalt Macadam Wearing Course from M.P. 18.57 to M.P. 29.40. This section was reconstructed in the fall of 1984 (contr. #9694) and the planned typical section calls for a future wearing course by others.

Materials are estimated at 323 tons of Emulsified Asphalt, 1,575 cubic yards of 3/8" - 10 aggregate, and 25 tons of A.C. mix, for a total estimated material cost of $107,580.00. Equipment and labor costs are estimated to be $5,430.00 and $9,950.00 respectively. The total estimated project cost is $122,960.00 Corrective work prior to sealing shall be as provided in section 105.12 of the Standard Highway Specifications, 1974.

FINDINGS

Temporary Protection and Direction of Traffic ADT = 1700

Two post mounted "Road Construction Ahead" (48 x 48) signs were placed at each end of the project. Flasher units were not used with these signs. Ten (10) post mounted "Construction Speed 40 MPH" (30 x 36) and ten (10) "Do Not Pass" signs were placed thoughout project length (no flasher units attached).

The work areas were delineated with a set of three tri-pod mounted (36 x 36) signs - some with flags attached. The signs were: "Roadwork Ahead", "Be Prepared to Stop", and "Flagger Ahead".

A properly attired flagger at each end of the work area (approximately 2-3 miles) and pilot car were used for a 12 hour shift, with full 24 hour coverage.

Some problems with traffic control were encountered when impatient drivers would try to pass others, or the pilot car would be too far ahead and drivers were confused as to which lane to follow. A possible solution would be to have another flagger stationed in the middle of the work area, but this might not be feasible, since the sealing operation moves quite fast.

APPLICATION OF EMULSION/CHIP SEAL
(7/29/85)

The work began in the a.m. after a 3 hour delay waiting for the oil to arrive. The haul distance for the emulsion is approximately 100 miles. About 105 tons of "Styrelf" emulsion at 160° F was placed by a private distributor at a rate of 0.32 gal./sq. yards. The project is estimated at 229,000 sq. yds. with 323 estimated tons of Styrelf emulsion.

Flexible plastic centerline reflectors (spaced approximately 40 ft.) are placed prior to applying the emulsion.

The aggregate used is 3/8" - #10 from a state stockpile (haul distance 4.3 miles) and placed by a spreader fed with approximately 5-6 10 yd. dumps. Compaction is attained after several passes with 2 - 10 ton tandem steel rollers.

The first 2 miles of the project had to be dry keyed with aggregate due to lack of enough aggregate on the first shot. Bleeding through of emulsion was evident under heavy truck load after the first application. More aggregate was used on future applications. The work crew is on per diem and 10 hour/day shifts. The Moro crew is not on per diem.

(7/30/85)

Chip Seal operation shut down from noon to 2:30 p.m. due to inclement weather. Some concern was expressed if the emulsion would "set up" due to this rain. Work should end on 7/31/85 or a.m. 8/1/85. Brooming of excess aggregate occurs generally at daylight the next day.

Note: Corrective work (Blade Patching) performed previously by Maintenance Forces and appears to be suitable for applying chip seal.

RECOMMENDATIONS

1. Seems to be more economical to apply a little more aggregate at first, than to have to come back and add additional aggregate later.

2. Obtain emulsion sample for compliance check test.

SL:llb

cc: Don Adams
Don Sledge
Roger Olsen
C.O.M.A. File

STATE OF OREGON

INTEROFFICE MEMO

TO: ✓ Roger Olson
Joe Diddock

DATE: August 20, 1985

SUBJECT: Contracting Out - Comparison Project - Lyle Gap to Madras
The Dalles/California Highway, Jefferson County

Please review the attached rough draft for Memo to File on field trip taken by me, Steve Littrell, on Friday, August 16, 1985.

Please add or delete any information you wish and return to me as soon as possible.

Thank you for your assistance and prompt attention.

Steve Littrell
Projects Coordinator

SL: srh

cc: Don Adams
Dick Nelson
Jerry Thackery

REC'D
DIST. BEND
AUG 21 1985
DE ADE HMO MCS

MAINTENANCE ENGINEER
RECEIVED
DEC 16 1985

Wait job?

OILING NOTES: MAINTENANCE ACTIVITY 104

Contracting Out Comparison Project

STATE FORCES

Total Square Yards 213,700
Total Reported Costs (Labor, Equipment, Materials) $119,800.00
(From grand total Extra Gang report 8-1-85)

Initial Cost Per Square Yard $\frac{\$119,800.00}{213,700} = \$0.561$

Overhead Factor for Work Unit

*1. Districtwide (Dist. 9)		.248
*2. DMS Office	.178	
[2]a. Less 33% (Actual Maint. Supv.)	-.059	
Revised DMS Office		.119
Total Unit Overhead Factor		.367

Total Direct Labor Costs

1. Per Diem + Labor	$9.395.07
2. 52% Load to Labor	4,126.53
	$13,521.60

Unit Overhead Factor Applied to Total Direct Labor (+) 4,967.72
$13,521.60 X .367

[3]Government-wide Overhead Factor (GWOF)

1. Highway Accounting	.034
2. Legal Services	.004
3. Insurance	.009
4. Central Services	.040
	.087

GWOF Applied to Direct Labor (+) 1,176.38
$13,521.60 X .087

$125,944.10

Revised Cost Per Square Yard (State) $\frac{\$125,944.10}{213,700} = \$0.589$

*See attached sheet "Unit Overhead Factors by District" 4-29-86.
[2]See attached sheet "DMS Actual Maint. Supv. Percentages" 6-19-86.
[3]See attached (3) sheet Direct Labor and Overhead Rates 4-15-86.

SL:nj
Rev. 7-14-86
Rev. 10-10-86
7 006

COST SUMMARY
(Excluding Overhead)

CONTRACTING OUT COMPARISON PROJECT
Maintenance Activity 104

OILING - STATE FORCES

Project: Moro - Grass Valley C09694 - Sherman Co. - District 9, Region 4
Sherman Highway SFO No. 5

Project Details:

Begin work: 7/29/85 End work: 8/1/85
Length: 10.9 centerline miles
Size: 213,700 square yards
Scope: Place 3/8" #10 Polymer modified emulsion chip seal over new (1984) AC overlay.

Materials: 1. HFE 100S (Polymer modified emulsion)
Actual quantity used: 68,961 gallons (282.63 tons)
Haul distance: 70 miles
Spread rate: 0.3227 gal./sq.yd.
Invoice quantity (amt. pd.): 271.38 tons
Invoice price per ton: $285 delivered (includes moorage and freight)

2. 3/8" #10 Aggregate
Actual quantity used: 1923 cu.yds.
Haul distance: 4.3 miles
Spread rate: 23 lbs./sq.yd.
Truck ticket quantity (amt. pd.): 2049 cu.yds.
Paid price per ton: $10 (in stockpile)

3. Yellow Centerline Marker Tabs
Spacing: 40 feet
Quantity used: 1444
Invoice price each: $0.57

4. Distributor Trucks

Actual quantity used: 35.75 hrs.
Invoice price per hour: $55

COST BREAKDOWN

I. Labor and Per Diem — **$9395.07**

Date	Labor	Per Diem	Total
7/29/85	$2330.01	$ 420.00	$2750.01
7/30/85	2297.06	431.00	2728.06
7/31/85	2163.31	425.50	2588.81
8/1/85	1145.19	183.00	1328.19
	$7935.57	**$1459.50**	**$9395.07**

II. . Industrial Accident, Insurance, Vacation & Sick Leave **$4126.49**

Date	52% of Labor
7/29/85	$1211.60
7/30/85	1194.47
7/31/85	1124.92
8/1/85	595.50
	$4126.49

All
*Subtotal (Labor) Costs **$13,521.56**

III. Equipment Rental **$5644.50**

Date	Charges
7/29/85	$1843.00
7/30/85	1735.00
7/31/85	1660.00
8/1/85	406.50
	$5644.50

All
*Subtotal (Equipment) Costs **$5644.50**

IV. Supplies and Materials **$100,622.63**

Date	HFE 100	AGGR	Tabs	Dist. Truck	Total
7/29/85	$30,001.95	$ 7740.00	$348.27	$ 715.00	$ 38,805.22
7/30/85	20,095.35	4950.00	205.20	632.50	25,883.05
7/31/85	27,246.00	7800.00	269.61	618.75	35,934.36
8/1/85	-	-	-	-	-
	$77,343.30	**$20,490.00**	**$823.08**	**$1966.25**	**$100,622.63**

All
Subtotal (Materials) Costs **$100,622.63**

TOTAL DIRECT COSTS [Labor + Equipment + Materials] **$119,788.69**

*General labor and equipment cost information included in above data.

1.	Night traffic control	$2,107 ±
2.	Flagging & brooming (excluding night traffic control)	$3,577 ±
3.	Oiling - Labor	$8,823 ±
4.	Oiling - Equipment	$6,637 ±

SL:nj
10-08-86
9 034

DAILY REPORT OF EXTRA GANG CREW No. 02-4102 02-4103 Date 7/21/55

Permanent Headquarters London Temporary Headquarters Mare Foreman Mark R Phillips

	Job "Prefix"	Amount Auth.	Work Description	Highway No. and Mile Poi
1st Job:	C-09694	$22,910.00	Seal H/C Joint Hwy 42	42 - 18.44
2nd Job:		$	MP 18.5T to 29.40 -	23.07
3rd Job:		$	Cover with 3/4" Rock -	

PERSONNEL—List foremen first, others in alphabetical order

First name	Initial	Last name	Hwy. Dept. Title	Hours	Rate	Labor Amt	Per Diem Amt	LABOR AND PER DIEM AMOUNT First Job	Second Job	Third Job
Mark	R	Phillips	HMS B	10 4	10.53 15.80	105.30 $ 63.20	$34.50	$ 202.50	$	$
Thomas	W.	Williamson	HMF I	10 2.5	9.58 14.97	94.80 37.43	30.00	162.23		
Don	L.	Bettencourt	HMW III	10 2.5	9.09 13.63	90.40 34.08	30.00	154.48		
Emery	B.	Winslow	HMW II	10 2.5	8.64 12.96	86.40 32.40	30.00	148.80		
James	B.	Greiner	HMW II	10 2.5	8.64 12.96	86.40 32.40	30.00	148.80		
Bruce	D.	Nicholson	HMW II	10 2.5	8.64 12.96	86.40 32.40	30.00	148.80		
Robert	K.	Ferris	HMW II	10 2.5	8.64 12.96	86.40 32.40	30.00	148.80		
Luther	K.	Stewart	HMS B	10 3	10.53 15.80	105.30 47.40	34.00	186.70		
Mike	D.	Fitz-Henry	HMF I	10 2.5	9.58 14.99	95.20 35.73	30.00	160.93		
Roderick	R.	Mabe	HMW III	10 2.5	9.09 13.63	90.90 34.08	30.00	154.98		
Theodore	T.	Proctor	HMW II	10 2.5	8.26 12.40	82.60 31.00	30.00	143.60		
John	C.	Lurrett	HMW II	10 2.5	8.25 12.38	82.50 30.95	30.00	143.45		
Wilson	K.	Hickey	HMW II	10 2.5	8.25 12.38	82.50 30.95	30.00	143.45		
ob						$1655.02	$	$		

Total Per Diem Each Job $ 398.00 $ $

Total Labor and Per Diem Each Job $2053.02 $ $

2 % Total Labor only for Vacation, Sick Leave, Industrial Accident. on each Job $ 86.01 $ $

SUPPLIES AND MATERIALS

	Quantity	Rate	First Job	Second Job	Third Job
ck Line 105	611	.57	$348.27	$	$
1005 alt	105.27	285.00	30,001.95		
ock 110	774	10.00	7,740.00		
- lck	13 Hrs	55.00	715.00		
Supplies and Materials			38,805.32		

EQUIPMENT

Kind	Dept No	Dept No	EQUIPMENT RENTAL AMOUNT First Job	Second Job	Third Job
3/4 Ton Pickup 14	82-3129	134343	$ 49.00	$	$
Int Lx4 Whitetop 10	L7493	2304	50.00		
White 4x4 12	L7515	2304	174.00		
Tiger Roller 12	82-1174	3119	108.00		
Hust Loader 10	78-870	3144	170.00		
Chip Spreader 12	58-695	3323	168.00		
1/2 Ton Pickup 12	80-1103	1243	40.00		
White 6x4 12	14-513	2309	174.15		
Total Equipment Rental			973.00		

SUMMARY OF TODAY'S COSTS

	First Job	Second Job	Third Job
Labor and Per Diem	$	$	$
Ind Acc Ins, Vac. and S L			

Accomplished: Placed oil on Hwy with Distributor & Spread with Chip Spreader

st Job: C-09694 $122,910.00 | SEMI 1/2 INT Hwy 42 | 42 - 18.44
MP 18.57 TO 29.40 - | 23.07
ond Job: $
ird Job: $ | LOVER WITH 3/4" ROCK -

PERSONNEL—List foremen first, others in alphabetical order

First name	Initial	Last name	Hwy. Dept. Title	Hours	Rate	Labor Amt	Per Diem Amt
MARK	B	PHILLIPS	HMS B	10 4	10.53 15.80	105.30 $ 63.20	$34.00
THOMAS	W.	WILLIAMSON	HMF I	10 2.5	9.48 14.97	94.80 37.43	30.00
DON	L.	BETTENCOURT	HMW III	10 2.5	9.09 13.63	90.40 34.08	30.00
GARY	L.	WINSLOW	HMW II	10 2.5	8.64 12.96	86.40 32.40	30.00
JAMES	B	LAFLEUR	HMW II	10 2.5	8.64 12.96	86.40 32.40	30.00
BRUCE	D.	NICHOLSON	HMW II	10 2.5	8.64 12.96	86.40 32.40	30.00
ROBERT	K.	FERRIS	HMW II	10 2.5	8.64 12.96	86.40 32.40	30.00
LUTHER	K.	STEWART	HMS B	10 3	10.53 15.80	105.30 47.40	34.00
MIKE	D.	FITZ-HENRY	HMF I	10 2.5	4.52 14.99	45.20 35.73	30.00
BRADERICK	B.	MABE	HMW III	10 2.5	9.09 13.63	90.90 34.08	30.00
THEODORE	T.	PROCTOR	HMW II	10 2.5	8.26 12.40	82.60 31.00	30.00
JOHN	C.	LORETTE	HMW II	10 2.5	8.25 12.38	82.50 30.95	30.00
MILTON	K.	HICKEY	HMW II	10 2.5	8.25 12.38	82.50 30.95	30.00

LABOR AND PER DIEM AMOUNT	First Job	Second Job	Third Job
	$202.50	$	$
	167.73		
	151.98		
	148.80		
	148.50		
	148.80		
	148.50		
	186.20		
	160.93		
	154.98		
	143.60		
	143.45		
	143.45		

ob $1655.02 $ | Total Per Diem Each Job $ 398.00 $ $ | Total Labor and Per Diem Each Job $2053.02 $ $

2 % Total Labor only for Vacation, Sick Leave, Industrial Accident. on each Job $860.65 $ $

SUPPLIES AND MATERIALS

	Quantity	Rate	First Job	Second Job	Third Job
'R LINE 385	611	.57	$348.27	$	$
1005 SALT	105.27	285.00	30,001.95		
OCK #10	774	10.00	7,740.00		
- ILK	13 LBS	.55.00	7.15.00		

Supplies and Materials 38,805.32

EQUIPMENT

Kind	Dept No	Dept No
3/4 TON PICK UP 14	82-1128	134343
INT LX4 WINTER TWD	67-493	2304
WHITE 4X4 12	67-515	2304
JEGERM ROLLER 12	82-1174	3119
HUST LOADER 10	78-870	3154
CHIP SPREADER 12	58-195	3323
1/2 TON PICK UP 11	80-1103	1243
WHITE 4X4 12	67-513	2309

EQUIPMENT RENTAL AMOUNT

	First Job	Second Job	Third Job
	$49.00	$	$
	50.00		
	174.00		
	108.00		
	170.00		
	165.00		
	40.00		
	174.15		
Total Equipment Rental	973.00		

SUMMARY OF TODAY'S COSTS

	First Job	Second Job	Third Job
Labor and Per Diem	$	$	$
Ind Acc Ins., Vac. and S. L.			
Equipment Rental			
Supplies and Materials			
TOTAL ALL EXPENDITURES THIS DATE			
TOTAL OF ALL EXPENDITURES BEFORE TODAY			
GRAND TOTAL OF ALL EXPENDITURES INCLUDING TODAY			

Accomplished: PLACED OIL ON MIX WITH DISTRIBUTOR & SPREAD WITH CHIP SPREADER -

to be completed:

nge and cause of delay:

er 70° TO 90°

ed to be completed 8/1/85

or ... overtime hours worked ... all ...

OREGON STATE HIGHWAY DIVISION

DAILY REPORT OF EXTRA GANG CREW No. D2-4105 Date 7/29/85

Permanent Headquarters Condon Temporary Headquarters Moro Foreman Mark R. Phillips

	Job Prefix	Amount Auth.	Work Description	Highway No. and Mile Post
First Job:	C-09684	$132,960.00	Seal & Chip Hwy 42	42 18.44 T
Second Job:		$	M.P. 18.5 T to 29.40 -	23.0 T
Third Job:		$	Covered with 3/8" Rock.	

PERSONNEL—List foremen first, others in alphabetical order

First name	Initial	Last name	Hwy. Dept. Title	Hours	Rate	Labor Amt.	Meals Per Diem Amt	LABOR AND PER DIEM AMOUNT First Job	Second Job	Third Job
John	D.	Keys	HMS B	10 3.5	10.53 15.80	105.30 $ 55.30	$11.00	$ 171.60	$	$
John	L.	Nelson	HMF I	5	9.98	49.90	—	49.90		
David	J.	Vanschoiack	HMW III	5	9.09	45.45	—	45.45		
Daniel	C.	Bartlett	HMW II	10 3.5	8.64 12.96	86.40 45.36	—	131.76		
William	H.	Graham	HMW II	5	8.64	43.20	—	43.20		
John	E.	Mitchell	HMW II	10 2.5	8.64 12.96	86.40 32.40	5.50	124.30		
Henry	B.	Peck	HMK II	10 3	8.64 12.96	86.40 38.88	5.50	130.78		

Total Labor $ 1749.99 $ $ Total Per Diem Each Job Meals $ 22.00 $ $ Total Labor and Per Diem Each Job $ 696.99 $ $

2 % Total Labor only for Vacation, Sick Leave, Industrial Accident, on each Job $ 350.99 $ $

SUPPLIES AND MATERIALS

	Quantity	Rate	First Job	Second Job	Third Job
			$	$	$
Supplies and Materials					

EQUIPMENT

Kind	Hrs	Dept No	Dept No	EQUIPMENT RENTAL AMOUNT First Job	Second Job	Third Job
GMC 6x4	12	77-507	2311	$ 144.00	$	$
Galion Roller	12	73-611	3113	132.00		
Ford 6x4	12	82-529	2382	132.00		
GMC 6x4	12	77-510	2311	144.00		
3/4 Ton Pickup	13	84-1144	1343-84	45.32		
1 Ton Ford	17	84-218	2052	68.00		
1 Ton Dodge	16	76-215	2003	60.00		
Ford 6x4	12	82-1513	2382	132.00		
Compressor	5	40-791	3274	12.50		
Total Equipment Rental				870.00		

SUMMARY OF TODAY'S COSTS

	First Job	Second Job	Third Job
Labor and Per Diem	$ 2750.01	$	$
Ind. Acc. Ins., Vac. and S. L.	1,211.60		
Equipment Rental	1,543.00		

Accomplished: Traffic Control & Crowing -

To be completed.

rst Job: C-09684	$132,960.00	Seal R/C Hot Hwy 42	42	18.44 T
cond Job:	$	M.P. 18.5 T To 29.40 -		23.07
ird Job:	$	Cover With 3/8 #10 Rock.		

PERSONNEL—List foremen first, others in alphabetical order

First name	Initial	Last name	Hwy. Dept. Title	Hours	Rate	Labor Amt.	Meals Per Diem Amt	LABOR AND PER DIEM AMOUNT First Job	Second Job	Third Job
John	D.	Keys	HMS B	10	10.53	105.30				
				3.5	15.80	$ 55.30	$11.00	$ 171.60	$	$
John	L.	Nelson	HMF I	5	9.98	49.90	-	49.90		
David	J.	Vanschoiack	HMW III	5	9.09	45.45	-	45.45		
Daniel	C.	Bartlett	HMW II	10	8.64	86.40				
				3.5	12.96	45.36	-	131.76		
William	H.	Graham	HMW II	5	8.64	43.20	-	43.20		
John	E.	Mitchell	HMW II	10	8.64	86.40				
				2.6	12.40	32.40	5.50	124.30		
Henry	R.	Peck	HMK II	10	8.64	86.40				
				3	12.50	34.85	5.50	130.75		

ob			Total Per Diem Each Job	Meals $ 22.00		Total Labor and Per Diem Each Job		
$ 1749.99	$	$		$	$	$ 696.99	$	$
2 % Total Labor only for Vacation, Sick Leave, Industrial Accident. on each Job						$ 350.99	$	$

SUPPLIES AND MATERIALS

	Quantity	Rate	First Job	Second Job	Third Job
			$	$	$
Supplies and Materials					

EQUIPMENT

Kind Hrs	Dept No	Dept No	EQUIPMENT RENTAL AMOUNT First Job	Second Job	Third Job
CHC 4x4 12	TT507	2311	$ 144.00	$	$
Chevy Pickup 12	73-671	3153	132.00		
Ford 4x4 12	82-529	2362	132.00		
CHC 4x4 12	TT-510	2311	144.00		
3/4 Ton Pick up 13	84-1144	1343-84	45.50		
1 Ton Ford 17	84-218	2052	68.00		
1 Ton Dodge 16	76-215	2003	60.00		
Ford 4x4 12	82-1513	2362	132.00		
Compactor 5	40-794	3274	12.50		
Total Equipment Rental			870.00		

SUMMARY OF TODAY'S COSTS	First Job	Second Job	Third Job
Labor and Per Diem	$2,750.01	$	$
Ind. Acc. Ins., Vac. and S. L.	1,211.40		
Equipment Rental	1,843.00		
Supplies and Materials	35,805.22		
TOTAL ALL EXPENDITURES THIS DATE	41,609.63		
TOTAL OF ALL EXPENDITURES BEFORE TODAY			
GRAND TOTAL OF ALL EXPENDITURES INCLUDING TODAY	41,609.63		

Accomplished: Traffic Control &
Closing -
to be completed.

and cause of delay:

70° To 90°

8/15/85

OREGON STATE HIGHWAY DIVISION

DAILY REPORT OF EXTRA GANG CREW No. 25-4102 25-4103 Date 7/6/71

Permanent Headquarters London Temporary Headquarters Mace Foreman Mark R. Phillips

	Job Prefix	Amount Auth.	Work Description	Highway No. and Mile P
First Job:	C-09694	$122,960.00	Seal A/C Mat Hwy 42	42 - 23.07
Second Job:		$	M.P. 18.57 To 29.40 -	25.80
Third Job:		$	Lower With 3/4 #10 Rock -	

PERSONNEL—List foremen first, others in alphabetical order

First name	Initial	Last name	Hwy. Dept Title	Hours	Rate	Labor Amt	Per Diem Amt	LABOR AND PER DIEM AMOUNT First Job	Second Job	Third J
Mark	R.	Phillips	HMS B	10 4	10.53 15.80	105.30 $ 63.20	$34.00	$ 202.50	$	$
Dennis	Williamson		HMF I	10 .5	9.99 14.97	99.90 7.49	30.00	137.39		
Don	L. Bettencourt		HMW III	10 .5	9.09 13.63	90.90 6.82	30.00	127.72		
Carl	K. Winslow		HMW II	10 .5	8.64 12.96	86.40 6.48	30.00	122.55		
James	B. Greiner		HMW II	10 .5	8.64 12.96	86.40 6.48	30.00	122.55		
Bruce	N. Nicholson		HMW II	10 .5	8.64 12.96	86.40 6.48	30.00	122.55		
Robert	K. Ferris		HMW II	10 .5	8.64 12.96	86.40 6.48	30.00	122.55		
Luther	K. Stewart		HMS B	10 2.5	10.53 15.80	105.30 39.50	34.00	178.80		
Mike	D. Fitz-Henry		HMF I	10 .5	9.57 14.29	95.20 7.15	30.00	132.35		
Frederick	R. Mabe		HMW II	10 1	9.09 13.63	90.90 13.63	30.00	134.53		
Theodore	T. Proctor		HMW II	10 .5	8.26 12.40	82.60 6.20	30.00	118.80		
John	C. Barrett		HMW II	10 .5	8.25 12.38	82.50 6.19	30.00	118.69		
Mison	K. Mickey		HMW II	10 .5	8.25 12.38	82.50 6.19	30.00	118.69		

al or h Job	$ 1362.89	$	$
Total Per Diem Each Job	$ 398.00	$	$
Total Labor and Per Diem Each Job	$ 1760.89	$	$
	$ 708.72	$	$

52 % Total Labor only for Vacation, Sick Leave, Industrial Accident.

on each Job.

SUPPLIES AND MATERIALS

ind	Quantity	Rate	First Job	Second Job	Third Job
Terline 105	360 Gal.	.57	$ 205.20	$	$
1005 Emit	70.51 Ton	285.00	20,095.35		
Rock #10	495 Yds	10.00	4,950.00		
ST- ueK	11½ Hrs	55.00	632.50		
l Supplies and Materials			25,883.05		

EQUIPMENT

Kind	Unit	Dept. No	Dept. No	EQUIPMENT RENTAL AMOUNT First Job	Second Job	Third J
3/4 Ton Pick up	14	82-1129	13438	$ 49.00	$	$
Int 6x4 Water Tk	10	67493	2304	90.00		
White 6x4	10	67-519	2304	145.00		
Ingram Roller	10	87-1674	3119	90.00		
Huss Loader	10	78-870	3194	170.00		
Chip Spreader	10	58-695	3323	140.00		
1/2 Ton Pickup	24	80-1103	1243	60.00		
White 6x4	10	69-503	2309	145.00		
Total Equipment Rental				889.00		

SUMMARY OF TODAY'S COSTS	First Job	Second Job	Third J
Labor and Per Diem	$	$	$
Ind Acc Ins. Vac and S L			
Equipment Rental			

k Accomplished: Placed oil emulsion with Distributor & Sauer With Chip Spreader -

k to be completed.

First Job: L-09694 $122,960.00 | S'CAL A/C MAT Hwy 42 | 42 - 23.07

Second Job: $ | M.P. 16.57 TO 29.40 - | 25.80

Third Job: $ | LOVER WITH 3/4 #10 ROCK -

PERSONNEL—List foremen first, others in alphabetical order

First name Initial Last name	Hwy. Dept. Title	Hours	Rate	Labor Amt	Per Diem Amt	LABOR AND PER DIEM AMOUNT First Job	Second Job	Third Job
MARK R. PHILLIPS	HMS B	10 4	10.53 15.80	105.30 $ 63.20	$34.00	$ 202.50	$	$
DEMMIS WILLIAMSON	HMF I	10 .5	9.98 14.97	99.80 7.49	30.00	137.29		
DON L. BETTENCOURT	HMW III	10 .5	9.09 13.63	90.90 6.82	30.00	127.72		
CARL K. WINSLOW	HMW II	10 .5	8.64 12.96	86.40 6.48	30.00	122.88		
JAMES B. GREINER	HMW II	10 .5	8.64 12.96	86.40 6.48	30.00	122.88		
BRUCE W. NICHOLSON	HMW II	10 .5	8.64 12.96	86.40 6.48	30.00	122.88		
ROBERT K. FERRIS	HMW II	10 .5	8.64 12.96	86.40 6.48	30.00	122.88		
LUTHER K. STEWART	HMS B	10 2.5	10.53 15.80	105.30 39.50	34.00	178.80		
MIKE D. FITZ-HENRY	HMF I	10 .5	9.52 14.29	95.20 7.15	30.00	132.35		
RODERICK B. MABE	HMW II	10 1	9.09 13.63	90.90 13.63	30.00	134.53		
THEODORE T. PROCTOR	HMW II	10 .5	8.26 12.40	82.60 6.20	30.00	118.80		
JOHN C. GARRETT	HMW II	10 .5	8.25 12.38	82.50 6.19	30.00	118.69		
MISAEL K. MICKEY	HMW II	10 .5	8.25 12.38	82.50 6.19	30.00	118.69		
Total Per Job	$1362.59	$	$	Total Per Diem Each Job $ 398.00	$	$	Total Labor and Per Diem Each Job	$1760.59	$	$

52 % Total Labor only for Vacation, Sick Leave, Industrial Accident, on each Job. $ 708.19 $ $

SUPPLIES AND MATERIALS

Kind	Quantity	Rate	First Job	Second Job	Third Job
STERLING ADS	360 EA.	.57	$205.20	$	$
1005 SALT	70.51 TON	2.85	20,095.35		
ROCK #10	495 TONS	10.00	4,950.00		
ST. WORK	11½ HRS	55.00	632.50		
Total Supplies and Materials			25,883.05		

EQUIPMENT

Kind Use	Dept No	Dept No	First Job	Second Job	Third Job
3/4 TON PICK UP 14	82-1129	13438	$ 49.00	$	$
INT 6X4 WATER TRK 10	67493	2304	90.00		
WHITE 6X4 10	67-519	2304	145.00		
INGRAM ROLLER 10	871674	3119	90.00		
HUFF LOADER 10	78-870	3194	170.00		
CHIP SPREADER 10	58-695	3323	140.00		
1/2 TON PICK UP 24	80-1103	1243	60.00		
WHITE 6X4 10	69-503	2309	145.00		
Total Equipment Rental			889.00		

Work Accomplished: PLACED OIL ON ROAD WITH SPREADER & SAUER WORK CHIP SPREADER -

Work to be completed:

Time and cause of delay: 3 HRS - RAIN

Weather: 60° TO 65°

Report date: 8/1/85

SUMMARY OF TODAY'S COSTS	First Job	Second Job	Third Job
Labor and Per Diem	$	$	$
Ind Acc Ins Vac and S L			
Equipment Rental			
Supplies and Materials			
TOTAL ALL EXPENDITURES THIS DATE			
TOTAL OF ALL EXPENDITURES BEFORE TODAY			
GRAND TOTAL OF ALL EXPENDITURES INCLUDING TODAY			

DAILY REPORT OF EXTRA GANG CREW No. 02-4105 Date 7/1

Permanent Headquarters London Temporary Headquarters Mile Foreman Mark R [illegible]

	Job Prefix	Amount Auth.	Work Description	Highway No. and Mile P
First Job:	C-096-94	$122,960.00	SEAL W/C MAT Hwy 42	42 - 23.07
Second Job:		$	M.P. 18.57 TO 29.40	25.80
Third Job:		$	CREEK WITH YELLOW ROCK	

PERSONNEL—List foremen first, others in alphabetical order

First name	Initial	Last name	Hwy. Dept. Title	Hours	Rate	Labor Amt.	Meals Per Diem Amt.	LABOR AND PER DIEM AMOUNT First Job	Second Job	Third J
John	D	Neys	HMS B	10 4	10.53 15.80	105.30 $ 63.20	$11.00	$ 179.50	$	$
John	L.	Nelson	HMF I	10 3.5	4.94 14.97	~~49.80~~ 52.40	5.50	157.70		
David	J.	Vanscheidck	HMW III	10 3	9.09 13.63	90.90 40.89	5.50	137.29		
Daniel	L	Bartlett	HMW II	10 3.5	8.64 12.96	86.40 45.36	—	131.76		
William	H.	Graham	HMW II	10 3	8.64 12.96	86.40 38.88	5.50	130.78		
John	E.	Mitchell	HMW II	10	8.64	86.40	—	86.40		
Henry	R.	Peck	HMW II	10 4	8.64 12.96	86.40 51.84	5.50	143.74		

Total Per Diem Each Job $ MEALS $ 33.00 $ $

Total Labor and Per Diem Each Job $ 961.19 $ $

Job $ 934.19 $ $

2 % Total Labor only for Vacation, Sick Leave, Industrial Accident. on each Job. $ 485.77 $ $

SUPPLIES AND MATERIALS

nd	Quantity	Rate	First Job	Second Job	Third Job
			$	$	$

l Supplies and Materials

EQUIPMENT

Kind	Unit No	Dept No	Dept No	EQUIPMENT RENTAL AMOUNT First Job	Second Job	Third J
Ford LxG	10	82-1513	2262	$ 110.00	$	$
Custion Roller	10	73-671	3113	110.00		
Ford LxG	10	82-529	2362	110.00		
GMC LxG	10	77-510	2311	120.00		
3/4 Ton Pick up	14	84-1144	1243-44	159.00		
1 Ton Flat	24	84-214	2052	96.00		
1 Ton Dump	24	76-215	2003	90.00		
GMC LxG	10	77-504	2311	120.00		
Generator	8	90-470	3274	20.00		
Broom	6	96-500	3155	21.00		

Total Equipment Rental 841.00

SUMMARY OF TODAY'S COSTS

	First Job	Second Job	Third J
Labor and Per Diem	$ 2728.06	$	$
Ind Acc Ins., Vac and S. L.	1194.42		
Equipment Rental	1735.00		

k Accomplished: Traffic Control & Blocking -

k to be completed:

Job Prefix	Amount Auth.	Work Description	Highway No. and Mile P
First Job: C-096-94	$122,960.00	Scarify & Mat Hwy 42	42 - 23.07
		M.P. 18.57 TO 29.40	25.80
Second Job:	$	Locek with 3/4 Rock	
Third Job:	$		

PERSONNEL—List foremen first, others in alphabetical order

First name	Initial	Last name	Hwy. Dept. Title	Hours	Rate	Labor Amt.	Meals Per Diem Amt.	LABOR AND PER DIEM AMOUNT First Job	Second Job	Third J
John	D	Nejs	HMS B	10 4	10.53 15.80	105.30 $ 63.20	$11.00	$ 179.50	$	$
John	L.	Nelsen	HMF I	10 3.5	4.94 14.97	49.80 52.40	5.50	157.70		
David	J.	Vanscheidack	HMW III	10 3	9.09 13.63	90.40 40.89	5.50	137.29		
Daniel	L	Bartlett	HMW II	10 3.5	8.64 12.96	86.40 45.36	—	131.76		
William	H.	Graham	HMW II	10 3	8.64 12.96	86.40 38.88	5.50	130.78		
John	E.	Mitchell	HMW II	10	8.64	86.40	—	86.40		
Henry	R.	Peck	HMW II	10 4	8.64 12.96	86.40 51.84	5.50	143.74		

Job	First Job	Second Job	Third Job
Total Per Diem Each Job	$ 33.00 MEALS	$	$
Total Labor and Per Diem Each Job	$ 967.19	$	$
2 % Total Labor only for Vacation, Sick Leave, Industrial Accident. on each Job.	$ 485.22	$	$

SUPPLIES AND MATERIALS

nd	Quantity	Rate	First Job	Second Job	Third Job
			$	$	$
Supplies and Materials					

EQUIPMENT

Kind Nbr	Dept No	Dept No	EQUIPMENT RENTAL AMOUNT First Job	Second Job	Third J
Ford LxG 10	88-1513	2262	$ 110.00	$	$
Elsion Roller 10	73-671	3113	110.00		
Ford LxG 10	82-529	2362	110.00		
GMC LxG 10	77-510	2311	120.00		
3/4 Ton Pickup 14	84 1144	134344	119.00		
1 Ton Ford 24	84 214	2052	91.00		
1 Ton Dodge 24	76 215	2003	90.00		
GMC LxG 10	77-504	2311	120.00		
Generator 8	40 470	3274	20.00		
Broom 6	56500	3155	21.00		
Total Equipment Rental			841.00		

SUMMARY OF TODAY'S COSTS	First Job	Second Job	Third J
Labor and Per Diem	$ 2728.04	$	$
Ind. Acc. Ins., Vac. and S. L.	1194.47		
Equipment Rental	1735.00		
Supplies and Materials	25,883.05		
TOTAL ALL EXPENDITURES THIS DATE	31,540.56		
TOTAL OF ALL EXPENDITURES BEFORE TODAY	44,609.53		
GRAND TOTAL OF ALL EXPENDITURES INCLUDING TODAY	76,150.41		

k Accomplished: Scarific Leveled & Blading -

k to be completed:

time and cause of delay:

...r 60° To 65°

...date: 5/1/85

... overtime hours worked. List all ...

DIVISION OF [illegible]

DAILY REPORT OF EXTRA GANG CREW No. 02-4102 02-4103 Date

Permanent Headquarters London Temporary Headquarters Mayo Foreman Mark R. Phillips

	Job Prefix	Amount Auth.	Work Description	Highway No. and Mile
First Job:	C09694	$122,960.00	Seal B/C Mat Hwy 42	42 25.8
Second Job:		$	M.P. 14.57 TO 29.40	29.3
Third Job:		$	Cover With 3/4" #10 Rock	

PERSONNEL—List foremen first, others in alphabetical order

First name	Initial	Last name	Hwy. Dept. Title	Hours	Rate	Labor Amt	Per Diem Amt	LABOR AND PER DIEM AMOUNT First Job	Second Job	Third
Mark	R	Phillips	HMS B	10 2	10.53 15.80	105.30 $ 31.60	$34.00	$ 170.90	$	$
Thomas	Williamson		HMF I	10	9.98	99.80	30.00	129.80		
Don	L.	Bettencourt	HMW III	10	9.09	90.90	30.00	120.90		
Chet	K.	Winslow	HMW II	10	8.64	86.40	30.00	116.40		
James	B.	Loeffler	HMW II	10	8.64	86.40	30.00	116.40		
Bruce	H.	Nicholson	HMW II	10	8.64	86.40	30.00	116.40		
Robert	K.	Ferris	HMW II	10	8.64	86.40	30.00	116.40		
Luther	K	Steward	HMS B	10 1	10.53 15.80	105.30 15.80	34.00	155.10		
Mike	D	Fitz-Henry	HMF I	10	9.52	95.20	30.00	125.20		
Roderick	R.	Mabe	HMM III	10	9.09	90.90	30.00	120.90		
Theodore	T.	Pendleton	HMM II	10	8.26	82.60	30.00	112.60		
John	C.	Gherrity	HMM II	10	8.25	8250	30.00	112.50		
Mison	K.	Hickey	HMM II	10	8.25	82.50	30.00	112.50		
Job			$ 1225.00	$	$	Total Per Diem Each Job $ 398.00	$	$	Total Labor and Per Diem Each Job $ 1626.00	$	$
2			Total Labor only for Vacation, Sick Leave, Industrial Accident.					on each Job $ 638.50	$	$

SUPPLIES AND MATERIALS

Kind	Quantity	Rate	First Job	Second Job	Third Job
[illegible] Asphalt Mixes	CA 473	.57	269.61	$	$
[illegible] Rock Salt	TON 95.6	285.00	27246.00		
[illegible] Culvert Pipe	LFS 780	10.00	7800.00		
[illegible] Guard Rail	MFS 11¼	55.00	618.75		
Supplies and Materials			35934.34		

EQUIPMENT

Kind	Hrs	Dept No	Dept No	EQUIPMENT RENTAL AMOUNT First Job	Second Job	Third Job
¾ Ton Pick up	12	82-1129	134342	$ 42.00	$	$
Int 6x4 Water Tank	5	67-493	2304	45.00		
White 6x4	10	67-519	2304	145.00		
Ingram Roller	10	82-1174	3119	90.00		
Hwy Loader	10	78890	3194	170.00		
Ohio Spreader	10	58695	3323	140.00		
½-Ton Pick up	11	80163	1243	27.50		
White 6x4	10	69503	2309	145.00		
Total Equipment Rental				804.50		

SUMMARY OF TODAY'S COSTS

	First Job	Second Job	Third Job
Labor and Per Diem	$	$	$
Ind Acc. Ins., Vac and S. L.			
Equipment Rental			

Accomplished: Placed 0/S on Mat With Stringer & Cover With Chip Spreader

to be completed:

First Job: _____ $122,960 | DEM Mc Mat Hwy #2 | 42 | 25.8

Second Job: _____ $ | M.P. 16.57 TO 29.40 | 29.3

Third Job: _____ $ | Cover With 3/4" #10 Rock

PERSONNEL—List foremen first, others in alphabetical order

First name	Initial	Last name	Hwy. Dept. Title	Hours	Rate	Labor Amt.	Per Diem Amt	LABOR AND PER DIEM AMOUNT First Job	Second Job	Third
Mark	R	Phillips	HMS B	10 2	10.53 15.80	105.30 $ 31.60	$34.00	$170.90	$	$
Thomas		Williamson	HMF I	10	9.98	99.80	30.00	129.80		
Don	L.	Betkenhoker	HMW III	10	9.09	90.90	30.00	120.90		
Carey	K.	Winslow	HMW II	10	8.64	86.40	30.00	116.40		
James	B.	Greiner	HMW II	10	8.64	86.40	30.00	116.40		
Bruce	H.	Nicholson	HMW II	10	8.64	86.40	30.00	116.40		
Robert	K.	Ferris	HMW II	10	8.64	86.40	30.00	116.40		
Luther	K	Steward	HMS B	10 1	10.53 15.80	105.30 15.80	34.00	155.10		
Mike	D	Fitz-Henry	HMF I	10	9.52	95.20	30.00	125.20		
Roderick	R.	Mabe	HMM III	10	9.09	90.90	30.00	120.90		
Theodore	T.	Preston	HMM II	10	8.26	82.60	30.00	112.60		
John	L.	Garrett	HMM II	10	8.25	82.50	30.00	112.50		
Mason	K.	Hickey	HMM II	10	8.25	82.50	30.00	112.50		
Job	$ 1225.00	$	$	Total Per Diem Each Job	$ 398.00	$	$	Total Labor and Per Diem Each Job	$1623.00	$	$
2	Total Labor only for Vacation, Sick Leave, Industrial Accident.							on each Job	$ 638.50	$	$

SUPPLIES AND MATERIALS

Id	Quantity	Rate	First Job	Second Job	Third Job
Asphalt Cement	Ea 473	.57	269.61	$	$
Crushed Rock	Ton 95.6	2.85.00	272.46.00		
Rock #10	Yds 780	10.00	7800.00		
Cement	Mes 11¼	55.00	618.75		
Supplies and Materials			35934.34		

EQUIPMENT

Kind	Hrs	Dept No	Dept No	EQUIPMENT RENTAL AMOUNT First Job	Second Job	Third Jo
¾ Ton Pick up	12	82-1129	134342	$ 42.00	$	$
Int Lxh Water Tek	5	67-493	2304	45.00		
White Lxh	10	67-519	2304	145.00		
Ingram Roller	10	81-1174	3119	90.00		
Hug Loader	10	78890	3194	170.00		
Chip Spreader	10	58695	3323	140.00		
½-Ton Pick up	11	80163	1243	27.50		
White Lxh	10	69503	2309	145.00		
Total Equipment Rental				804.50		

Accomplished: Placed oil on flat with Stabilizer & Cover with Chip Spreader

to be completed:

me and cause of delay:

er 62° To 70°

ted Completion date: 8/15/85

SUMMARY OF TODAY'S COSTS

	First Job	Second Job	Third Job
Labor and Per Diem	$	$	$
Ind Acc Ins, Vac and S. L.			
Equipment Rental			
Supplies and Materials			
TOTAL ALL EXPENDITURES THIS DATE			
TOTAL OF ALL EXPENDITURES BEFORE TODAY			
GRAND TOTAL OF ALL EXPENDITURES INCLUDING TODAY			

OREGON STATE HIGHWAY DIVISION

DAILY REPORT OF EXTRA GANG CREW No. 02-41005 Date 11-1

Permanent Headquarters London Temporary Headquarters Bend Foreman Mack R. Phi

	Job Prefix	Amount Auth.	Work Description	Highway No. and Mile
First Job:	C04694	$122,960.00	Semi A/C Mat Hwy 42	42 25.3
Second Job:		$	M.S. 18.57 TO 29.40	29.
Third Job:		$	Cover With 3/4" #10 Rock	

PERSONNEL—List foremen first, others in alphabetical order

	First name	Initial	Last name	Hwy. Dept Title	Hours	Rate	Labor Amt	Meals Per Diem Amt	LABOR AND PER DIEM AMOUNT First Job	Second Job	Third
1	John	David	Neys	HMS B	10 2	1053 1590	105.30 $ 31.80	$ -	$136.90	$	$
2	John	L.	Nelson	HMF I	10 3.5	995 1457	99.80 52.40	5.50	157.70		
3	David	J.	Vanscoinck	HMN III	10 3.5	904 1263	90.90 47.71	5.50	144.11		
4	Daniel	C.	Bartlett	HMN II	10 5	864 1296	86.40 64.80	5.50	156.70		
5	William	H	Cochran	HMN II	10 3.5	864 1296	86.40 45.36	5.50	137.26		
6	John	E.	Mitchell	HMN II	10	864	86.40	-	86.40		
7	Henry	R	Peck	HMN II	10 4	864 1296	86.40 51.84	5.50	143.74		
8											
9											
10											
11											
12											
13											

Total Labor Each Job $935.31 $ $ Total Per Diem Each Job $ 27.50 $ $ Total Labor and Per Diem Each Job $962.81 $ $

52 2 Total Labor only for Vacation, Sick Leave, Industrial Accident. on each Job $486.30 $ $

SUPPLIES AND MATERIALS

Kind	Quantity	Rate	First Job	Second Job	Third Job
			$	$	$

Total Supplies and Materials

EQUIPMENT

Kind		Dept No.	Dept No	EQUIPMENT RENTAL AMOUNT First Job	Second Job	Third
Ford 4x4	10	821513	2362	$110.00	$	$
Custom Roller	10	78671	3113	150.00		
Ford 4x4	10	82529	2362	150.00		
GMC-4x4	10	77510	2311	120.00		
3/4 Ton P.U.	12	841144	1343 44	42.00		
Chev. Van	10	76155	1401	20.00		
1 Ton Ford	24	842114	2052	96.00		
1 Ton Dodge	24	76215	2003	90.00		
GMC 4x4	10	77504	2311	120.00		
Broom	5	45800	3155	17.50		
Sprayer	5	46796	3274	20.00		

Total Equipment Rental $855.50

Work Accomplished: Traffic Control & Blocking

Work to be completed.

SUMMARY OF TODAY'S COSTS

	First Job	Second Job	Third
Labor and Per Diem	$2588.81	$	$
Ind. Acc. Ins., Vac. and S. L.	1124.92		
	1610.00		

First Job: C0L94	$122,960 CO	Work Description: SEAL B/C MAT Hwy 42	Highway No. and Mile: 42 25.3
Second Job:	$	M.S. 18.5T TO 29.40	29.
Third Job:	$	Cover With 3/4 #10 Rock	

PERSONNEL—List foremen first, others in alphabetical order

	First name	Initial	Last name	Hwy. Dept Title	Hours	Rate	Labor Amt	Meals Per Diem Amt	LABOR AND PER DIEM AMOUNT First Job	Second Job	Third
1	John	David	Neys	HMSB	10 2	1053 1590	105.30 $ 31.80	$ -	$136 90	$	$
2	John	L.	Nelson	HMEI	10 3.5	994 1497	99.80 52.40	5 55	157 70		
3	David	J.	Vanschoick	HMN III	10 3.5	904 1263	90.40 44.71	5 50	144 11		
4	Daniel	C.	Barbee	HMN II	10 5	864 1296	8640 64.80	5 55	156 70		
5	William	H	Cochran	HMN II	10 3.5	864 1296	8640 45.36	5 50	137 26		
6	John	E.	Mitchell	HMW II	10	864	86.40	-	86 40		
7	Henry	R	Peek	HMW II	10 4	864 1296	8640 51.84	5 55	143 74		
8											
9											
10											
11											
12											
13											

Total Labor Each Job	$935 31	$	$	Total Per Diem Each Job (Meals)	$ 275 50
$	$	Total Labor and Per Diem Each Job	$962 81	$	$

52 % Total Labor only for Vacation, Sick Leave, Industrial Accident. on each Job. $486 30 $ $

SUPPLIES AND MATERIALS						EQUIPMENT			EQUIPMENT RENTAL AMOUNT		
Kind	Quantity	Rate	First Job	Second Job	Third Job	Kind	Dept. No.	Dept No	First Job	Second Job	Third
			$	$	$	Ford 4x4 10	821513	2342	$110 00	$	$
						Ingersoll Roller 10	78671	2113	110 00		
						Ford 4x4 10	82529	2342	110 00		
						GMC-4x4 10	77510	2311	120 00		
						3/4 Ton P.U. 12	84144	134344	42 00		
						Chev. Van 10	76155	1401	20 00		
						1 Ton Ford 24	84214	2052	96 00		
						1 Ton Dodge 24	76215	2003	90.00		
						GMC 4x4 10	77504	2311	120 00		
						Broom 5	85801	3155	17 50		
						Loadmaster 5	40796	3274	20 00		

Total Supplies and Materials

Total Equipment Rental $855 50

SUMMARY OF TODAY'S COSTS	First Job	Second Job	Third
Labor and Per Diem	$2588 81	$	$
Ins. Acc Ins., Vac and S. L.	1124 92		
Equipment Rental	1660 00		
Supplies and Materials	35934 31		
TOTAL ALL EXPENDITURES THIS DATE	41,308 09		
TOTAL OF ALL EXPENDITURES BEFORE TODAY	76,150 41		
GRAND TOTAL OF ALL EXPENDITURES INCLUDING TODAY	117,458 50		

Work Accomplished: Traffic Control & Brooming

Work to be completed:

Time and cause of delay:

Weather: 62° TO 70°

Estimated Completion date: 5/15/85

OREGON STATE HIGHWAY DIVISION

DAILY REPORT OF EXTRA GANG CREW No. 02-4105 (02-4116) Date 9

Permanent Headquarters London Temporary Headquarters Mico Foreman Wm R. Phillips

	Job Prefix	Amount Auth.	Work Description	Highway No. and Mile
First Job:	L-09694	$122,960.00	Seal A/C Mat Hwy 42	42 18.4
Second Job:		$	M.P. 18.5 T to 29.40	29
Third Job:		$	Cover With 3/4 #10 Rock	

PERSONNEL—List foremen first, others in alphabetical order

First name Initial Last name	Hwy. Dept Title	Hours	Rate	Labor Amt	Per Diem Amt	LABOR AND PER DIEM AMOUNT First Job	Second Job	Third
Mike D Fitz-Henry	HME I	10	9.48	94.80				
		1.5	14.97	$ 22.46	$30.00	$152.26	$	$
Bedrick R. Mabe	HMS II	10	9.09	90.90	30.00	120.90		
Theodore T. Proctor	HMS II	10	8.64	86.40	30.00	116.40		
John C. Garrett	HMS II	10	8.25	82.50	30.00	112.50		
Mason K Mickey	HMS II	10	8.25	82.50	30.00	112.50		
John L. Nelson	HME I	5	9.48	49.90	Meals			
		4	14.97	55.88	5.00	115.28		
David J. Vanscheinck	HMS III	5	9.09	45.45				
		4	13.63	54.52	5.00	105.47		
Daniel C Bartlett	HMS II	10	8.64	86.40				
		2	12.96	25.92	5.00	117.32	-	
William H. Graham	HMS II	5	8.64	43.20				
		4	12.96	51.84	5.00	100.54		
John E. Mitchell	HMS II	10	8.64	86.40				
		3	12.96	38.88	5.00	130.78		
Henry R. Peck	HMS II	10	8.64	86.40				
		4	12.96	51.84	5.00	143.74		

Total Labor Each Job	$1145.14	$	$	
Total Per Diem Each Job	$150.00	$ 33.00	$	
Total Labor and Per Diem Each Job	$1328.19	$	$	
Total Labor only for Vacation, Sick Leave, Industrial Accident. on each Job	$ 595.50	$	$	

SUPPLIES AND MATERIALS

Kind	Quantity	Rate	First Job	Second Job	Third Job
			$	$	$
Total Supplies and Materials					

EQUIPMENT

Kind Haul	Dept No	Dept No	EQUIPMENT RENTAL AMOUNT First Job	Second Job	Third
Swt 4x2 10	81-345	2204-81	$ 80.00	$	$
Ford 4x2 10	76334	2201	60.00		
1 Ton Ford 10	84218	2051	80.00		
3/4 Ton Pickup 12	84-1144	1243-44	42.00		
1 Ton Dodge 10	76-215	2003	75.00		
Chev. Van 10	76-155	1401	70.00		
1/2 Ton Pickup 3	84-1103	1243	7.50		
Broom 12	85400	2155	42.00		
Total Equipment Rental			406.50		

SUMMARY OF TODAY'S COSTS

	First Job	Second Job	Third
Labor and Per Diem	$1328.19	$	$
2nd Acc. Ins., Vac and S. L.	595.50		
Equipment Rental	406.50		

Work Accomplished: Control Traffic - Finish Sealing & Repair Traffic Damage to Mat

Work to be completed:

First Job: _____ $ _____ | DEAD MC Hwy 42 | 42 | 18.4

Second Job: _____ $ _____ | M.P. 18.57 TO 29.40 | | 29

Third Job: _____ $ _____ | SEWER WITH 3/4 #10 ROCK | |

PERSONNEL—List foremen first, others in alphabetical order

First name	Initial	Last name	Hwy. Dept Title	Hours	Rate	Labor Amt	Per Diem Amt	LABOR AND PER DIEM AMOUNT First Job	Second Job	Third
Mike	D	Fitz-Henry	HMF I	10 1.5	9.98 14.97	99.80 $ 22.46	$30.00	$152.26	$	$
Roderick	R.	Mabe	HMW III	10	9.09	90.90	30.00	120.90		
Theodore	T.	Proctor	HMW II	10	8.64	86.40	30.00	116.40		
John	C.	Garrett	HMW II	10	8.25	82.50	30.00	112.50		
Mason	K	Mickey	HMW II	10	8.25	82.50	30.00	112.50		
John	L.	Nelson	HMF I	5 4	9.48 14.97	49.90 55.84	Meals 5.55	115.28		
David	J.	Vansteinick	HMW III	5 4	9.09 13.63	45.45 54.52	5.50	105.47		
Daniel	C	Bartlett	HMW II	10 2	8.64 12.96	86.40 25.92	5.50	117.82		
William	H.	Graham	HMW II	5 4	8.64 12.96	43.20 51.84	5.50	100.54		
John	E.	Mitchell	HMW II	10 3	8.64 12.96	86.40 38.88	5.50	130.78		
Henry	R.	Peck	HMW II	10 4	8.64 12.96	86.40 51.84	5.50	143.74		

al or h Job $1145.14 $ $ | Total Per Diem Each Job $150.00 | Meals $ 33.00 $ | Total Labor and Per Diem Each Job $1328.14 $ $

52 ...2 Total Labor only for Vacation, Sick Leave, Industrial Accident. on each Job $ 595.50 $ $

SUPPLIES AND MATERIALS

ind	Quantity	Rate	First Job	Second Job	Third Job
			$	$	$
l Supplies and Materials					

EQUIPMENT

Kind	Hrs	Dept No	Dept No	EQUIPMENT RENTAL AMOUNT First Job	Second Job	Third
Int 4x2	10	81-345	2204-81	$ 80.00	$	$
Ford 4x2	10	76334	2201	60.00		
1 Ton Ford	10	84218	2051	80.00		
3/4 Ton Pickup	12	84-1144	1343-44	42.00		
1 Ton Dodge	10	76-215	2003	75.00		
Chev. Van	10	76-155	1401	70.00		
1/2 Ton Pickup	3	86-1103	1243	7.50		
Broom	12	85-800	2155	42.00		
Total Equipment Rental				406.50		

k Accomplished: Control Traffic - Finish Seeding & Repair Traffic Damage to Hwy

k to be completed:

time and cause of delay:

Weather: 60° TO 80°

Remarks: Completed 8/16/85

SUMMARY OF TODAY'S COSTS

	First Job	Second Job	Third Job
Labor and Per Diem	$1328.14	$	$
52 and Acc Ins, Vac and S L	595.50		
Equipment Rental	406.50		
Supplies and Materials	—		
TOTAL ALL EXPENDITURES THIS DATE	2,330.14		
TOTAL OF ALL EXPENDITURES BEFORE TODAY	117,458.50		
GRAND TOTAL OF ALL EXPENDITURES INCLUDING TODAY	[redacted]		

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

RK TO BE DONE BY State Forces (State Forces or Utility, Railroad, Local Government Unit, etc.—by name) CONTRACT No 6694

JECT NAME Moro - Grass Valley DATE July 12, 1985

HWAY Sherman FAP No. F - 12 (4)

NTY Sherman PREFIX C09694 28 - 1059 FUNCTION 104 240 - 05

IPTION OF WORK TO BE DONE:

Repair and correct deficiencies in paved surface.
Place Type O-31 Asphalt Macadam Wearing course over asphalt concrete pavement.

TION BY STATION NUMBERS:

Station 476+30 (M.P. 18.57) to station 1048+18 (M.P. 29.40)

ATE OF QUANTITIES & COSTS:

Materials - 323 tons Emulsified Asphalt	$91,280.00	
1,575 C.Y. 1/4-10 Aggregate	15,750.00	
25 tons A.C. mix	550.00 ✓	
Equipment-	5,430.00	
Labor -	9,950.00	
	$123,500.00	122,960.00

NATION:

Corrective work on asphalt concrete pavement prior to sealing as provided in Section 105.12, Standard Specifications, 1974.
Placement of this wearing course included on project typical section as future work by others.

Prepare a separate order for each type of force work. Submit the original as indicated below:

ACT PROJECTS AND MISC: ...nit original through channels to ...tion Engineer in Salem. After ... copies will be sent to the ... Engineer, Resident Engineer and ... Accounting

TITLE II PROJECTS NOT UNDER CONTRACT: Submit original through channels to Traffic Engineer in Salem. After approval two copies will be sent to the Region Engineer and one copy to Highway Accounting

CONTRACT PROJECTS ONLY:

Project Authorization . . . . . $ 2,478,676.88

Present estimate of costs including work under this Force Order . . . . . $ 2,641,500.00

Estimated ~~Overrun~~ Amount . . . . . $ 162,823.12

Estimated ~~Overrun~~ Underrun Percent 6.6

IED BY: W. Reid Merritt
W. Reid Merritt
Project Manager

AI RECOMMENDED: _____

APPROVAL RECOMMENDED: _____ Region Engineer

A: RECOMMENDED: _____

APPROVED _____ Construction or Traffic Engineer

OT USE THIS FORM FOR FORCE ACCOUNT (EXTRA WORK) BY CONTRACTORS OR SUBCONTRACTORS ON CONTRACT CTS

CONTACT: DON SLEDGE 296-2215

jc

U. S. DEPARTMENT OF TRANSPORT...ION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: F-12(4)

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 20049

2A. COUNTY NAME: Sherman

6. TO:

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE: May 1, 1985

8. FEDERAL ROUTE NUMBER: FAP 12

9. STATE ROUTE NUMBER: Primary 42

10. GENERAL LOCATION:

Moro - Grass Valley Section

11. GENERAL DESCRIPTION OF WORK

Flattening a fillslope and constructing a guardrail flare

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [x] CONSTRUCTION PROCEED ON ~~XXXXXXXXXXXXXXXXXXX~~ FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 5-1-85 as requested in Mr. Fredrickson's letter of 1-10-86 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 4 is approved to a TEC of $6,000;
Federal Funds $5,289.

RECEIVED
TAT.. HWY ENGR
JAN 24 '86
REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig. to 1/24

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
1/23/86	D. K. Hansen	For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: December 5, 1985

TO: Oregon Transportation Commission

In Reply Refer to File No.: CON 5

FROM: Larry Rulien
State Highway Engineer

CC
4A

SUBJECT: Request for Increase in Project Authorization
Moro-Grass Valley Section
Sherman Highway, Sherman County
Contract No. 9694

This federal-aid grading and paving project has been completed and it is now apparent that the final cost will exceed the project authorization by $145,000 or six percent. The authorization for this project was previously increased by action of the Commission at the May 15, 1984 meeting because of extra work required to level and reinforce the badly deteriorated pavement surface.

Placement of a seal to extend the life of the new pavement was scheduled for a future time, and funding was not provided in the authorization for this project. The seal became necessary at this time in order to preserve the pavement and maximize its useful life, adding $123,000 to the cost of the project.

Widening of the existing roadbed to provide room for building a guardrail flare for improved traffic safety increased the project cost by approximately $6,000.

Construction engineering charges overran also by the increased cost necessary to properly monitor, inspect and document the additional work.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $145,000 to a new total of $2,623,676.88. This matter will be on the consent calendar for the December 17 meeting.

cc Fred D. Miller
R. W. Gormsen
C. O. Fredrickson
V. E. Skoog
Dale D. Allen
George Bell

Form 734-3122

STATE OF OREGON

INTEROFFICE MEMO

Highway Construction 378-6318

FILE: CON 5

RECEIVED
STAT. HWY ENGR
DEC 4 '85
REFER TO
FOR

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: December 4, 1985

NOTED
W. E. SCHWARTZ

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Moro-Grass Valley Section
Sherman Highway, Sherman County
Contract No. 9694

This federal aid grading and paving project has been completed and it is now apparent that the final cost will exceed the project authorization by $145,000 or six percent. The authorization for this project was previously increased by action of the commission at the meeting of May 15, 1984, because of extra work required to level and reinforce the badly deteriorated pavement surface.

Placement of a seal to extend the life of the new pavement was scheduled for a future time, and funding was not provided in the authorization for this project. The seal became necessary at this time in order to preserve the pavement and maximize its useful life, adding $123,500 to the cost of the project.

Widening of the existing roadbed to provide room for building a guardrail flare for improved traffic safety increased the project cost by approximately $6,000.

Construction engineering charges overran also by the increased cost necessary to properly monitor, inspect and document the additional work.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $145,000. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: D. D. Allen
B. M. Walton
W. R. Meritt
D. L. Trout

CL 1985-0216

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
NOV 29 1985
BARBARA ROBERTS
SECRETARY OF STATE

November 20, 1985

CON 5
#9694

IN REPLY REFER TO FILE NO.:

Allen, Kilmer, Schrader,
Yazbeck & Chenoweth
Attorneys and Counselors
735 S.W. First Avenue
Strowbridge Building
Portland, OR 97204

Attention: Lynnia K. Woods

This will acknowledge your letter of November 7, 1985, with attached Notice of Claim filed on behalf of Dirt and Aggregate Interchange, Inc., concerning the following Highway Division contract:

FILED BY:	Dirt and Aggregate Interchange, Inc.
AMOUNT:	$7,210.65 plus interest
FOR:	Labor and material
AGAINST (Prime contractor):	Ameada Mining & Construction Co., Inc.
CONTRACT NO.:	9694
PROJECT:	Moro-Grass Valley Section, Sherman Highway, Sherman County
SURETY:	Safeco Insurance Co. of America
AGENT:	Fred S. James & Co. of Oregon

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been paid.

RECEIVED
DEC 6 - 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

Ameada Mining & Construction Co., Inc.
P.O. Box 852
The Dalles, OR 97058

Safeco Insurance Co.
4101 S.W. Kruse Way
Lake Oswego, OR 97034

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED ON CARD
2-18-86 cc

ALLEN KILMER, SCHRADER, YAZBECK & CHENOWETH
ATTORNEYS AND COUNSELORS
A PROFESSIONAL CORPORATION

735 S.W. FIRST AVENUE
STROWBRIDGE BUILDING
PORTLAND, OREGON 97204
503-224-0055

JEFFREY M. KILMER*
JOSEPH A. YAZBECK, JR.
CHARLES R. SCHRADER*
ANDREW K. CHENOWETH
F. GORDON ALLEN
STEPHEN C. VOORHEES

ROBERT L. O'HALLORAN
LYNNIA K. WOODS
JAMES P. LAURICK
FRED L. KOPATICH
GEORGE J. HIBBERT

EUGENE OFFICE
SOUTH PARK BUILDING
101 EAST BROADWAY
EUGENE, OREGON 97401
503-687-9210

CERTIFIED MAIL - RETURN RECEIPT REQUESTED

November 7, 1985

Robert W. Gormsen, Commission Services
121 Transportation Building
Salem, Oregon 97310

Re: Notice of Claim Against Bond Provided by Safeco Insurance Company of America, As Surety, and Ameada Mining & Construction Co., Inc., As Principal

Dear Mr. Gormsen:

Enclosed please find a copy of the Notice of Claim filed with the Secretary of State for the State of Oregon and with Ameada Mining & Construction Co., Inc.

If full payment of Dirt & Aggregate Interchange, Inc.'s claims is not received within ten (10) days from the date of this letter, we will file suit on Ameada Mining's bond.

Very truly yours,

Lynnia K. Woods

LKW/lab

RECEIVED
NOV 8 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

*OREGON AND WASHINGTON BARS

DIRT & AGGREGATE INTERCHANGE, INC.

GENERAL CONTRACTORS
20905 N.E. SANDY BLVD., • TROUTDALE, OREGON 97060
(503) 661-5093

CERTIFIED MAIL - RETURN RECEIPT REQUESTED

November 7, 1985

M. D. Van Valkenburgh
Registered Agent
Ameada Mining & Construction Co., Inc.
204 East Fourth Street
The Dalles, Oregon 97058

Re: NOTICE OF CLAIM AGAINST ORS CHAPTER 279 BOND
Agency: Oregon State Highway Division,
Department of Transportation, Contract #9694
Prime Contractor: Ameada Mining & Construction Co., Inc.
Surety: Safeco Insurance Company of America

Dear Secretary of State:

Pursuant to ORS 279, notice hereby is given that the undersigned Dirt & Aggregate Interchange, Inc. has claims for:

1) guardrail work and materials furnished for the Moro-Grass Valley Section of the Sherman Highway in Sherman County by Dirt & Aggregate Interchange, Inc. in the sum of Six Thousand Eighty-Six Dollars and Sixty-Five Cents ($6,085.65), together with interest thereon; and

2) rehanging guardrail on the Moro-Grass Valley Section of the Sherman Highway in Sherman County by Dirt & Aggregate Interchange, Inc. in the sum of One Thousand One Hundred Twenty-Five and No One Hundredths Dollars ($1,125.00), together with interest thereon.

Both claims are against the bond taken from Ameada Mining & Construction Co., Inc., as principal, and Safeco Insurance Company of America, as surety, for the Oregon State Highway Division Contract for the Moro-Grass Valley Section of the Sherman Highway in Sherman County, Contract #9694. Such material or labor was supplied to Ameada Mining & Construction Co., Inc.

Very truly yours,

DIRT & AGGREGATE INTERCHANGE, INC.

By: Henry H. Pelfrey
Henry H. Pelfrey, President

RECEIVED
NOV 8 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

DIRT & AGGREGATE INTERCHANGE, INC.

GENERAL CONTRACTORS
20905 N.E. SANDY BLVD., • TROUTDALE, OREGON 97060
(503) 661-5093

CERTIFIED MAIL - RETURN RECEIPT REQUESTED

November 7, 1985

Secretary of State
141 State Capitol Bldg.
Salem, Oregon 97310

Re: NOTICE OF CLAIM AGAINST ORS CHAPTER 279 BOND
Agency: Oregon State Highway Division,
Department of Transportation, Contract #9694
Prime Contractor: Ameada Mining & Construction Co., Inc.
Surety: Safeco Insurance Company of America

Dear Secretary of State:

Pursuant to ORS 279, notice hereby is given that the undersigned Dirt & Aggregate Interchange, Inc. has claims for:

1) guardrail work and materials furnished for the Moro-Grass Valley Section of the Sherman Highway in Sherman County by Dirt & Aggregate Interchange, Inc. in the sum of Six Thousand Eighty-Six Dollars and Sixty-Five Cents ($6,085.65), together with interest thereon; and

2) rehanging guardrail on the Moro-Grass Valley Section of the Sherman Highway in Sherman County by Dirt & Aggregate Interchange, Inc. in the sum of One Thousand One Hundred Twenty-Five and No One Hundredths Dollars ($1,125.00), together with interest thereon.

Both claims are against the bond taken from Ameada Mining & Construction Co., Inc., as principal, and Safeco Insurance Company of America, as surety, for the Oregon State Highway Division Contract for the Moro-Grass Valley Section of the Sherman Highway in Sherman County, Contract #9694. Such material or labor was supplied to Ameada Mining & Construction Co., Inc.

Very truly yours,

DIRT & AGGREGATE INTERCHANGE, INC.

By: Henry H. Pelfrey
Henry H. Pelfrey, President

RECEIVED
NOV 8 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

We are a minority owned business enterprise.

9694

October 24, 1985

Ameada Mining & Construction Co., Inc.
P. O. Box 852
The Dalles, OR 97058

CON 5

Re: Time Extension Request
Moro-Grass Valley
Contract No. 9694
FAP No. F-12(4)

Your request for additional contract time in which to complete the above project has been very carefully reviewed. You requested an additional 61 days of contract time due to eight separate causes.

You requested 12 additional days due to the performance of extra work. Our records indicate that this work required 14 calendar days to complete. Accordingly, a contract time adjustment of an additional 14 calendar days is granted for this reason.

You requested an additional 39 days due to wet conditions, additional General Excavation, additional preleveling asphalt mixture, additional Class B asphalt mixture, replacement of washed out culvert pipes and a change in grade of a cattle pass. The weather conditions encountered were reasonably predictable and therefore not a valid reason for adjustment of contract time. The culvert pipe replacement was a contractor responsibility and not a valid reason for adjustment of contract time. The remaining items did not delay project completion and therefore are not valid reasons for adjustment of contract time.

You requested an additional 10 days of contract time due to an increase in quantities of guardrail installed. Our review indicates that an additional nine calendar days of contract time is warranted due to the added guardrail quantities.

In summary, a contract time adjustment of an additional 23 calendar days is granted for the reasons hereinabove stated. The adjusted contract time of completion for this project is 373 calendar days. There remains eight calendar days of liquidated damages under this contract. Should you wish to further review this matter, or to submit additional data, please contact Project Manager Reid Meritt.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer

WES:OBJ:mk

bc: C. O. Fredrickson
Dale Allen w/att.
Reid Meritt w/att.
FHWA w/att.
Bruce Walton

TE/211

STATE OF OREGON

INTEROFFICE MEMO

TO: C. O. Fredrickson
Construction Engineer

DATE: September 30, 1985

FROM: Steve Macnab
Steve Macnab
Region Operations Engineer

SUBJECT: Time Extension Request
Moro-Grass Valley Section
Contract #9694

Attached for your consideration is a request for additional time on the subject contract. Also included is a comprehensive review of the request by Reid Meritt, Project Manager, along with his recommendation.

After studying the circumstances associated with each item in the request, I concur with Mr. Meritt's recommendation that 10 additional calendar work days be granted.

If you need additional support data, let me know.

SHM:br

Enclosures

CC: Reid Meritt

10-21-85
W. E. Schwartz -

I concur with the 10 workday time extension recommended by Region & Project Manager. (10 x 1.4 = 14 calendar days)

The guard rail quantities overran by ± 40%. We should grant an additional 6½ work days, 9 calendar days, for this additional work

O. B. Jackman

CE___ CAE___ COE___ OM___ OE_____ CA_____ CAM_____ EEO_____

RECEIVED
OCT 02 1985
CONSTRUCTION SECTION

LS_____ TC_____ SA_____ CC_____ FE_____ CP_____ PQC_____ QCS_____ FILE_____

31-188-1987

967 jc

N

U. S. DEPARTMENT OF TRANSPO ATION
FEDERAL HIGHWAY ADMINIST ATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: F-12(4)

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 20049

2A. COUNTY NAME: Sherman

6. TO:

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
OCT 9 '85
REFER TO
Potter
FOR
Info | Files | R/D | D/R | Sign | P.C. | File

7. DATE AUTHORIZATION EFFECTIVE: May 20, 1985

8. FEDERAL ROUTE NUMBER: FAP 12

9. STATE ROUTE NUMBER: Primary 42

10. GENERAL LOCATION:

Moro - Grass Valley Section

11. GENERAL DESCRIPTION OF WORK

Repair & correct deficiencies in paved surface and place an 0-31 asphalt wearing course over entire project.

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [X] CONSTRUCTION PROCEED ON A~~XXXXXXXXXXXXXXXXXX~~ FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 5-20-85 as requested in Mr. Fredrickson's letter of 9-18-85 as being cost effective for the use of State forces to proceed with the above work. State Force Order No. 5 is approved for a TEC of $123,500; Federal Funds $108,865.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
10/7/85	G. K. Hansmeyer	For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9694

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Moro - Grass Valley		WEEK ENDING: September 28, 1985
		SECTION PREFIX: C09694
HIGHWAY: Sherman		COUNTY: Sherman
NAME OF JOB: Moro - Grass Valley	KIND OF WORK: Grading and Paving	
CONTRACTOR: Ameada Mining and Construction	CONTRACT NUMBER: 9694	FEDERAL AID PROJECT NUMBER: F-12(4)
DATE OF CONTRACT: August 4, 1983	DATE WORK STARTED: September 16, 1983	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 350 CDW	CALENDAR DAYS USED 381
PROJECT AUTHORIZATION: $ 2,478,676.88	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 109
EXCLUSIVE OF ENGINEERING: $ 2,301,620.08	ENGINEERING AUTHORIZATION $ 177,056.80	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 2,451,476.22	ENGINEERING COST TO DATE $ 271,337.79	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 106
ESTIMATED PERCENT: OVERRUN XXXXXX 6.1 %	PERCENT OF AUTHORIZATION 153.3 %	DATE PROJECT WAS COMPLETED: November 30, 1984

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	2.11	2.11			10.83
MILES PARTIALLY COMPLETED					
MILES COMPLETED	2.11	2.11			10.83
TOTAL ESTIMATED QUANTITIES (CONTRACT)	125100 CY	87250 TN			44500 TN
TOTAL QUANTITIES CORRECTED TO DATE	113301 CY	79719 TN			60952 TN
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	113301 CY	79719 TN			60952 TN
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 22	Sunny - Warm	0		
MONDAY 23	Sunny - Warm	0		
TUESDAY 24	Sunny - Warm	0		
WEDNESDAY 25	Sunny - Warm	0		
THURSDAY 26	Sunny - Warm	0		
FRIDAY 20	Sunny - Warm	0		
SATURDAY 21	Sunny - Warm	0		

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
22 SUNDAY	No activity.
23 MONDAY	No activity.
24 TUESDAY	No activity.
25 WEDNESDAY	No activity.
26 THURSDAY	No activity.
20 FRIDAY	No activity.
21 SATURDAY	No activity.

REMARKS

This Week: Semifinal estimate and related data submitted through Region 4 on September 27, 1985.

****
* *
* FINAL REPORT *
* *
****

SIGNED W. Reid Merritt LOCATION The Dalles
W. Reid Merritt, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP°F216

cc Schwaut
Adams
See p 2

PROJECT INSPECTION REPORT

Oregon Department of Transportation
HIGHWAY DIVISION

Intermediate ☐
Final ☒

Project Name				Contract No.
Moro--Grass Valley				9694
Highway			County	Prefix No.
Sherman			Sherman	28-1059
Contract Time Elapsed %	Contract Work Completed %	Contract Work Quality	Contract Work Progress	F.A. Project No.
				F-12(4)
Inspection date		By		
May 20, 1985		Steve Macnab		
In company with				
Reid Meritt, Dave Carter, Chet Anderson, Art Steele				

REMARKS

(Scope of inspection, Findings, Recommendations, Instructions, etc.)

This is the final inspection on the subject project. The contract called for overlaying the north half of the section and realigning and paving the south half. The final inspection was deferred until this time to review pavement placed by the contractor under Price Agreement after the paving cut-off dates in the contract. Under that Price Agreement, the contractor was held responsible for any winter damage to the section paved late in the year.

In reviewing the pavement, we saw no significant difference between the pavement placed prior to the cut off or that placed afterwards, with the exception of several patches. These patches were required to feather some low spots from the paving operation. Because of the thin nature of the patch and the cold weather, significant portions have been lost. Under the Price Agreement, the contractor is responsible for repairing these sections.

Approximately the first of August, State Forces will place a chip seal over the entire section. This work has been verbally approved by Dave Carter as a participating item, including the use of Styrelf asphalt emulsion. It is desirable to have the patching work, which the contractor is responsible for, done just prior to the chip seal to ensure the integrity of the patch. For this reason, it is in the public interest to have the patches repaired by State Forces. Reid Meritt was instructed to contact the Contractor to see if she has any strong objections to this course. If not, he will determine an appropriate price reduction and write a Force Order to have the work done by District 9 crews.

(USE ADDITIONAL SHEETS AS REQUIRED)

FINAL INSPECTION CHECKLIST

_____ Date opened to traffic or in operation
_____ Date of Second Notification
_____ Date Contractor's notice for semi-final inspection received
_____ Date Contractor removed equipment, plant, etc.
_____ Estimated submittal date of semi-final estimate
_____ Recommended acceptance date of completed contract work

RECEIVED
STATE HWY ENGR
JUN 4 '85
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Dist | File

Original to: Construction Engineer
Copy to: Region Engineer
District Engineer
Resident Engineer
Project Mgt. (Final Only)
FHWA (Final F.A. Only)
Project Engineer (If Applicable)

Signed Stephen H Macnab

Title Region Operations Engineer

F

SP*70731-734

Other items reviewed included reconstruction of the guard rail at the Sherman High School entrance immediately south of Moro. This reconstruction was done by State Forces under a Force Order approved earlier this year. Construction of the guard rail by the contractor significantly reduced sight distance at the road connection. State Forces removed approximately 200' of guard rail and flattened the slopes off the shoulder to produce a safer road crossing condition. This work was done in an acceptable manner.

A significant number of the flexible Carsonite-type sight posts have worked their way loose and are lying on the ground. Since their installation, maintenance has had a continual problem of resetting these devices. Carsonite has provided an anchor which attaches to the base of the sight posts. These will be installed by State Forces and the sight posts, reset. The apparent reason for the problem is that the contractor was forced to auger a hole for the posts because of the coarse base material encountered. As a result, the backfill material was loose and did not provide a positive anchor for the posts. On future projects, if the option is given to auger, the clip-on anchor should be required and paid by the contractor.

The last item of significance is the southbound passing lane located approximately one-and-a-half miles north of Grass Valley. This is an extremely short passing lane which is partially obscured by the vertical alignment. In addition, the improved alighment to the north results in higher vehicle speeds. The result of these two features is a reduced opportunity for a passing maneuver. In order to adequately provide a passing opportunity, the passing lane should be extended to the north. However, this will require an additional expenditure which we collectively felt was not cost effective, since the passing opportunity was no longer needed at this location. The inspection group felt it highly desirable to eliminate the passing lane through restriping after the chip seal, if this could be accomplished in a reasonable manner. Removal of pavement to reduce the width of the section was not favored as a method to eliminate the travel lane. John Holcomb and I will review the section to determine if it can be restriped effectively to eliminate the passing lane.

In general, the contract work was done in accordance with the Standard Specifications and Contract Plans and acceptance of the project is recommended.

These were the specified type which we did not question. Unless there is some overriding safety issue I would like direction to go to all steel w/ the narrow paddle east of the Cascades.

Rob

96

9694

September 28, 1984

Corey, Byler, Rew, Lorenzen & Hojem
Attorneys at Law
PO Box 218
Pendleton, OR 97801

CON 5
#9694

Attention: Douglas E. Hojem

Gentlemen or Ladies:

As requested, we are attaching a copy of the Performance Bond filed by Safeco Insurance Co. on Contract No. 9694 awarded to Amoada Mining and Construction Co., Inc. for work on the Moro-Grass Valley Section of Sherman Highway in Sherman County.

Information concerning subcontractors can be obtained by writing our Construction Section, 1158 Chemeketa Street, N. E., Salem, OR 97310. Phone 378-6318.

The State does not make payments direct to claimants. The performance bond put up by the contractor is to assure payment if the contractor is unable to pay. You may wish to contact the surety direct.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKN:kjm
Attachment

COREY, BYLER, REW, LORENZEN & HOJEM
ATTORNEYS AT LAW
222 S. E. DORION AVE.
P. O. BOX 218
PENDLETON, OREGON 97801

GEORGE H. COREY
ALEX M. BYLER
LAWRENCE B. REW
STEVEN H. COREY
HENRY C. LORENZEN
DOUGLAS E. HOJEM

TELEPHONE
AREA CODE 503
276-3331

September 20, 1984

Department of Transportation-Highway Division
Commission Services
121 Transportation Building
Salem, Or 97310

Attention: Mr. Robert Gormsen

Re: Claim against Contractor's Bond

Dear Sir:

I previously presented a claim on behalf of my client, Rod Britt Construction, against the sureties involved in the above referenced project. As best we can determine, the surety for the principal contractor is Safeco Insurance Company of America, and the surety for the subcontractor that retained my client is U.S. F & G. Would you be so kind as to provide me with photo copies of the bonds filed by the two surety companies. If you need payment in advance for copy fees, please let me know immediately so that I can tender a check.

If you have any knowledge as to when my client might expect payment, whether it be from the surety companies or from the State of Oregon, please let me know so that I can advise my client.

Yours very truly,

Douglas E. Hojem

DEH:L

cc Theda Britt

RECEIVED
SEP 24
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9694 CL 84-189

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
OCT 2 1984
NORMA PAULUS
SECRETARY OF STATE

September 24, 1984

Traffic Safety Supply
2324 S. E. Umatilla
Portland, OR 97202

CON 3
#9694

Attention: Dick Farson
Vice President

Gentlemen:

This will acknowledge your letter of September 17, 1984, filing a claim against the following Highway Division contract:

FILED BY:	Traffic Safety Supply Co.
AMOUNT:	$2,611.27
FOR:	Material
AGAINST (Prime contractor)	Amenda Mining and Construction Co., Inc.
CONTRACT NO.:	9694
PROJECT:	Moro-Grass Valley Section, Sherman Highway Sherman County
SURETY:	Safeco Insurance Co. of America
AGENT:	Fred S. James and Co. of Oregon

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

NOTED ON CARD
10-3-84 kjm

Please advise this office when your claim has been paid.

Sincerely,

Robert W. Gorman
COMMISSION SERVICES

RECEIVED
OCT 3 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

cc: Amenda Mining & Construction Co., Inc.
P. O. Box 852
The Dalles, OR 97058

Safeco Insurance Co. of America
4101 S. W. Kruse Way
Lake Oswego, OR 97034

TRAFFIC SAFETY SUPPLY CO.

2324 S.E. UMATILLA ST. PORTLAND, OREGON 97202 235-8531 AREA CODE 503

September 17, 1984

Robert W. Gormsen
Commission Services
Room 121 - Transportation Bldg.
Salem, OR 97310

Subject: Notice of Claim Against State of Oregon, Contract #9694, Morrow Grass Valley.

Dear Mr. Gormsen:

Notice hereby is given that the undersigned, Traffic Safety Supply Co., has a claim for type III barricades, traffic cones, signs and freight in the amount of $2611.27 against the bond taken from Ameada Mining & Construction and Safeco Insurance Co..

Very truly yours,

Traffic Safety Supply Co.

For: Dick Parson

Dick Parson
Vice President

DP:nh

RECEIVED
SEP 19, 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CL 84-158

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter. Claim filed directly by attorney.

August 23, 1984

FILED
AUG 27 1984
NORMA PAULUS
SECRETARY OF STATE

CON 5
#9694

Schwab, Hilton & Howard
Attorneys at Law
610 SW Alder Street
Portland, OR 97205

Attention: Scott Howard

Gentlemen or Ladies:

This will acknowledge a copy of your letter addressed to the Secretary of State and Ameada Mining & Construction Co., Inc., dated August 6, 1984, with attached Notice of Claim on behalf of Valley Rentals, Inc., concerning the following Highway Division contract:

FILED BY:	Valley Rentals, Inc.
AMOUNT:	$5,473
FOR:	Equipment rented and materials supplied
AGAINST (Prime contractor)	Ameada Mining & Construction Co., Inc.
SUBCONTRACTOR:	Central Columbia Construction
CONTRACT NO.:	9694
PROJECT:	Moro-Grass Valley Section, Sherman Highway, Sherman County
SURETY:	Safeco Insurance Co. of America
AGENT:	Fred S. James & Co. of Oregon

We will advise the surety and the prime contractor of the receipt of this claim filing.

Please advise this office when your client's claim has been paid.

ED
8-30-84 kjn

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
AUG 28 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Ameada Mining & Construction Co., Inc.
Safeco Insurance Co. of America

SCHWAB, HILTON & HOWARD
ATTORNEYS AT LAW
1200 OREGON NATIONAL BUILDING
610 S. W. ALDER STREET
PORTLAND, OREGON 97205
TELEPHONE (503) 226-2926

DWIGHT L. SCHWAB
FRANK H. HILTON, JR.
CHARLES SCOTT HOWARD
HARRISON LATTO

DENTON G. BURDICK, JR.
(1916-1980)

August 6, 1984

CERTIFIED MAIL - RETURN RECEIPT REQUESTED
(Certified Receipt No. P 713 942 606)

Honorable Norma Paulus
Secretary of State
Labor & Industries Building
Salem, Oregon 97310

CERTIFIED MAIL - RETURN RECEIPT REQUESTED
(Certified Receipt No. P 713 942 607)

Ameada Mining & Construction, Inc.
P. O. Box 852
The Dalles, Oregon 97058

Re: Oregon State Highway Department Contract No. 9694

Dear Madam Secretary and Gentlemen:

Enclosed is a Notice of Bond Claim given on behalf of Valley Rentals, Inc., with reference to the above-entitled job.

Will you please acknowledge receipt of this Notice.

Yours very truly,

Scott Howard

SH/emb

Enclosure

RECEIVED
AUG 7 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Cc: Oregon State Highway Division (Certified Mail - Return Receipt Requested)
Attention: Robert Gormsen (Certified Receipt No. P 713 942 608)
121 Transportation Building (with enclosure)
Salem, Oregon 97310

Safeco Insurance Company (Certified Mail - Return Receipt Requested)
4101 S. W. Kruse Way (Certified Receipt No. P 713 942 609)
Lake Oswego, Oregon 97034 (with enclosure)

Valley Rentals, Inc.
Attention: John McKenzie

NOTICE OF BOND CLAIM

TO Ameada Mining & Construction, Inc.
P. O. Box 852
The Dalles, Oregon 97058

Norma Paulus
Secretary of State
Labor & Industries Building
Salem, Oregon 97310

Re: Oregon State Highway Department Contract No. 9694

NOTICE IS HEREBY GIVEN that the undersigned, Valley Rentals, Inc., has a claim for equipment rented and materials supplied to Central Columbia Construction, a sub-contractor of Ameada Mining & Construction, Inc., in the sum of $5,473.00, against the bond taken from Ameada Mining & Construction, Inc., as principal, and Safeco Insurance Co., as surety, for the work of the Moro Grass Valley Section of Sherman Highway, Sherman County, Oregon, Oregon State Highway Department Contract No. 9694.

VALLEY RENTALS, INC.

John E. McKenzie

John McKenzie
General Manager

Cc: Oregon State Highway Division
Attention: Robert Gormsen
121 Transportation Building
Salem, Oregon 97310

Safeco Insurance Co.
4101 S. W. Kruse Way
Lake Oswego, Oregon 97034

RECEIVED
AUG 7 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CL 84-160

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
AUG 27 1984
NORMA PAULUS
SECRETARY OF STATE

August 23, 1984

Mr. Larry Konopaski
Box 171
Moro, OR 97029

CON 5
#9694

Dear Mr. Konopaski:

This will acknowledge your Notice dated August 3, 1984, filing a claim against the following Highway Division contract:

FILED BY:	Larry Konopaski
AMOUNT:	$5,313.21
FOR:	Equipment rental
AGAINST (Prime contractor)	Ameada Mining and Construction Co., Inc.
SUBCONTRACTOR:	Central Columbia Construction
CONTRACT NO.:	9694
PROJECT:	Moro-Grass Valley Section, Sherman Highway, Sherman County
SURETY:	Safeco Insurance Co. of America
AGENT:	Fred S. James & Co. of Oregon

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

NOTED ON C.D.
8-30-84 tjm

Sincerely,
ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
AUG 28 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Ameada Mining & Construction Co., Inc.
Safeco Insurance Co. of America

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

Claimant claims a lien for the amount last stated upon the said improvement and upon the site, to-wit: the land upon which said improvement is constructed, together with such space about the same as may be required for the convenient use and occupation of the improvement constructed on said site, to be determined by the court at the time of the foreclosure of this lien.

In construing this instrument, the masculine pronoun means and includes the feminine and the neuter, and the singular includes the plural, as the circumstances may require.

Dated this 3rd day of August, 1984

L Kanopaski
Box 171
~~The Dalles~~ ORE
MOMS 97029

Larry A. Kanopaski
P.O. Box 171 Grass Valley ORE. 77029
Claimant

State of Oregon, County of Sherman :ss.

I, Larry A. Kanopaski, being first duly sworn, depose and say: That I am the *claimant named in and who signed the foregoing instrument; that I have knowledge of the facts therein set forth; that all statements made in said instrument are true and correct, as I verily believe.

Larry A. Kanopaski

Subscribed and sworn to before me this 3rd day of August, 1984

(SEAL)

Nancy C. Reed
NANCY C. REED
NOTARY PUBLIC-OREGON
My Commission Expires 9-16-85

Notary Public for Oregon. My Commission expires .....

NOTICE TO THE OWNER of the land described in the attached copy of claim of lien:

Please be advised that the original claim of lien of which the attached is a true copy was filed and recorded in the office of the recording officer of Sherman County, Oregon, on August 3rd, 1984

Larry A. Kanopaski
Claimant

*Attorney for, Agent for, Secretary of, etc., or if an individual, leave blank.

Note: ORS 87.039 provides:

"A person filing a claim for a lien as provided by ORS 87.035 shall deliver to the owner a notice in writing that the claim has been filed. The notice shall be delivered not later than 20 days after the date of filing."

Note: The foregoing lien is created by subsection 1 of ORS 87.010. Section ORS 87.035 provides: "Every person claiming a lien under subsection (1) or (2) of ORS 87.010 shall file the claim not later than 90 days after he has ceased to provide labor, rent equipment or furnish materials or 60 days after completion of construction, whichever is earlier." Also that the lien claim "shall be filed for recording with the recording officer of the county or counties in which the improvement or some part thereof, is situated."

CLAIM OF CONSTRUCTION LIEN
LABOR AND/OR MATERIALS
(FORM No. 126)

Larry A. Kanopaski
Lien Claimant

Owner

AFTER RECORDING RETURN TO
LARRY A. KANOPASKI
P.O. BOX 171
GRASS VALLEY 97029

CERTIFIED
P 422 848 812
MAIL

CHERRIAN COUNTY CLERK
SPACE RESERVED FOR RECORDER'S USE
STATE OF OREGON

STATE OF OREGON
County of Sherman } ss.

I certify that the within instrument was filed in my office on the 3rd day of August, 1984, at 10:15 o'clock A.M., and recorded in book/~~reel~~/volume 1 at page 36, or as ~~file~~/instrument/~~microfilm~~/reception No. 1,951, of the Construction Lien Book of said County.

Witness my hand and seal of County affixed.

Linda Ermis
Recording Officer

By Jo Ann Christensen
Deputy

FORM No. 126—CONSTRUCTION LIEN—Labor, materials and/or rented equipment.

OL Use only for construction commenced prior to January 1, 1982.

STEVENS-NESS LAW PUB. CO., PORTLAND, OR. 97204

KNOW ALL MEN BY THESE PRESENTS: The undersigned, hereinafter called the claimant, has performed labor upon, transported or furnished materials and/or rented equipment (as hereinafter described), actually used in the construction of that certain improvement known as Marrow Grass Valley Sherman Hwy - Sherman County, all at the instance of the owner of said improvement or his construction agent; said improvement is situated upon certain land in the County of SHERMAN, State of Oregon, (which is the site of said improvement) described as follows:

F-12 (4) mile Post 19.57 To 29.4

RECEIVED
AUG 6 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

The address of said land is, if known (if unknown, so state) UNKNOWN

The name of the owner or reputed owner of said land is STATE OF OREGON, in said county and state.

The name of the owner or reputed owner of said improvement is STATE OF OREGON; the person or persons just named at all times herein mentioned had knowledge of the construction of said improvement.

The name of the person ☐ who employed claimant to perform said labor, to furnish said materials and/or equipment, or ☒ to whom he furnished said materials or rented said equipment (indicate which) is CENTRAL COLUMBIA CONSTRUCTION.

The kind of labor so performed, materials so transported or furnished and equipment so rented by claimant was:

Labor (if no labor performed, insert word "none") NONE

Materials (if no materials furnished, insert the word "none") NONE

Equipment rented; if none, insert "none." Plus Interest # 5304.21

Claimant commenced to perform said labor, to furnish said material and/or equipment on ....., 19....., and completed same on....., 19....., after which he ceased to perform labor and/or to furnish materials or equipment. The construction of said improvement was completed on ....., 19..... (If not yet completed, so state).

The following is a true statement of claimant's demand after deducting all just credits and offsets, to-wit:

Labor	$ NONE
Materials	$ NONE
Equipment; its reasonable rental value Plus Interest	$
	$ 5304.21
Recording fees	$ 9.00
Total	$ 5313.21
Less all just credits and offsets	$ NONE
Balance due claimant	$ 5313.21

For the time and place of recording to make this lien a valid claim, see quotation from ORS 87.035 on next page.

— OVER —

9494

CL 84-157

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
AUG 22 1984
NORMA PAULUS
SECRETARY OF STATE

August 21, 1984

IN REPLY REFER TO
FILE NO.:

CON 5
#9694

Corey, Byler, Rew, Lorenzen & Hojem
Attorneys at Law
PO Box 218
Pendleton, OR 97801

Attention: Douglas E. Hojem

Gentlemen or Ladies:

This will acknowledge your letter of August 2, 1984, with attached Notice of Claim on behalf of Rod Britt Construction, Inc., concerning the following Highway Division contract:

FILED BY:	Rod Britt Construction, Inc.
AMOUNT:	$19,180
FOR:	Equipment rental
AGAINST (Prime contractor)	Ameada Mining and Construction Co., Inc.
SUBCONTRACTOR:	Central Columbia Construction Co., Inc.
CONTRACT NO.:	9694
PROJECT:	Moro-Grass Valley Section, Sherman Highway, Sherman County
SURETY:	Safeco Insurance Co. of America
AGENT:	Fred S. James & Co. of Oregon

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been paid.

Sincerely,

ED
8-30-84 kjm

ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

cc: Safeco Insurance Co. of America
Ameada Mining & Construction Co., Inc.

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

731-0188

RECEIVED
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

COREY, BYLER, REW, LORENZEN & HOJEM
ATTORNEYS AT LAW
222 S. E. DORION AVE.
P. O. BOX 218
PENDLETON, OREGON 97801

GEORGE H. COREY
ALEX M. BYLER
LAWRENCE B. REW
STEVEN H. COREY
HENRY C. LORENZEN
DOUGLAS E. HOJEM

TELEPHONE
AREA CODE 503
276-3331

August 2, 1984

Certified Mail -- Return Receipt Requested

Department of Transportation-Highway Division
Commission Services
121 Transportation Building
Salem, Or 97310

Attention: Mr. Robert Gormsen

Re: Claim Against Contractor's Bond

Dear Mr. Gormsen:

Attached hereto please find a Notice of Claim presented in accordance with ORS 279.528. Your office has advised that this claim will be forwarded by you to the Secretary of State, the prime contractor, and the surety involved.

The project involved was the Moro-Grass Valley section of the Sherman Highway, Sherman County. We have been informed by your office that the contract number was No. 9694. We understand that the prime contractor was Ameada Mining & Construction Co., whose surety on the job was Safeco Insurance Company of America. My client provided equipment to a subcontractor on the job, Central Columbia Construction, Inc. The amount presently due and owing my client is $19,180.00.

Yours very truly,

Douglas E. Hojem

DEH:1
enc.

cc Ameada Mining & Construction Co., Inc.
cc Safeco Insurance Company of America
cc Central Columbia Contruction Co., Inc.

CERTIFIED
P 708 039 636
MAIL

RECEIVED
AUG 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

To: Department of Transportation, State of Oregon:

Notice is hereby given that the undersigned Rod Britt Construction, Inc., has a claim for equipment rental, said equipment being two scrapers and a D8-K cat, in the sum of $19,180.00 against the bond taken from Ameada Mining & Construction Company, Inc., as principal, and Safeco Insurance Company of America, as surety, for the work involving the Moro-Grass Valley Section of the Sherman Highway, in Sherman County, Contract No. 9694. The equipment was rented directly to Central Columbia Construction Company, Inc., a subcontractor on the job.

ROD BRITT CONSTRUCTION, INC.

By Rod Britt
President

RECEIVED
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CL84-156

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
AUG 21 1984
NORMA PAULUS
SECRETARY OF STATE

August 16, 1984

Ron Lauer Trucking
1817 NE 116th Place
Portland, OR 97220

IN REPLY REFER TO FILE NO.:

CON 5
#9694

Gentlemen or Ladies:

This will acknowledge your Notice dated August 3, 1984, filing a claim against the following Highway Division contract:

FILED BY:	Ron Lauer
AMOUNT:	$4,072.52
FOR:	Equipment rental
AGAINST (Prime contractor)	Ameada Mining & Construction Co., Inc.
SUBCONTRACTOR:	Central Columbia Construction
CONTRACT NO.:	9694
PROJECT:	Moro-Grass Valley Section, Sherman Highway, Sherman County
SURETY:	Safeco Insurance Co. of America
AGENT:	Fred S. James & Co. of Oregon

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,
ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

MAILED ON O...
8-22-84 kpv

cc: Safeco Insurance Co. of America
Ameada Mining & Construction Co., Inc.

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

731-0188

Claimant claims a lien for the amount last stated upon the said improvement and upon the site, to-wit: the land upon which said improvement is constructed, together with such space about the same as may be required for the convenient use and occupation of the improvement constructed on said site, to be determined by the court at the time of the foreclosure of this lien.

In construing this instrument, the masculine pronoun means and includes the feminine and the neuter, and the singular includes the plural, as the circumstances may require.

Dated this 3RD *day of* AUGUST, *19*84

RONALD E LAUER

1817 N.E 116th PL PORTLAND, OR 97220

Claimant

State of Oregon, County of MULTNOMAH :ss.

I, RONALD E. LAUER, *being first duly sworn, depose and say: That I am the* *

claimant named in and who signed the foregoing instrument; that I have knowledge of the facts therein set forth; that all statements made in said instrument are true and correct, as I verily believe.

Ronald E. Lauer

Subscribed and sworn to before me this 3rd *day of* August, *19*84

(SEAL)

Nancy C. Reed

NANCY C. REED
NOTARY PUBLIC-OREGON
My Commission Expires 9-16-85

Notary Public for Oregon. My Commission expires ....

***NOTICE TO THE OWNER** of the land described in the attached copy of claim of lien:*

Please be advised that the original claim of lien of which the attached is a true copy was filed and recorded in the office of the recording officer of SHERMAN *County, Oregon, on* AUGUST 3, *19*84

Ronald E. Lauer

Claimant

* *Attorney for, Agent for, Secretary of, etc., or if an individual, leave blank.*

Note: ORS 87.039 provides:

"A person filing a claim for a lien as provided by ORS 87.035 shall deliver to the owner a notice in writing that the claim has been filed. The notice shall be delivered not later than 20 days after the date of filing."

Note: The foregoing lien is created by subsection 1 of ORS 87.010. Section ORS 87.035 provides: "Every person claiming a lien under subsection (1) or (2) of ORS 87.010 shall file the claim not later than 90 days after he has ceased to provide labor, rent equipment or furnish materials or 60 days after completion of construction, whichever is earlier." Also that the lien claim "shall be filed for recording with the recording officer of the county or counties in which the improvement or some part thereof, is situated."

CLAIM OF
CONSTRUCTION LIEN
LABOR AND/OR MATERIALS
(FORM No. 126)

RONALD E. LAUER

Lien Claimant

Owner

AFTER RECORDING RETURN TO

RONALD E. LAUER
1817 N.E. 116th PL
PORTLAND, OR 97220

SPACE RESERVED FOR RECORDER'S USE

STATE OF OREGON

County of Sherman } ss.

I certify that the within instrument was filed in my office on the 3rd *day of* August, *19*84, *at* 10:00 *o'clock* A *M., and recorded in book/~~reel~~/~~volume~~* 1 *at page* 35, *or as ~~file~~/~~instrument~~/~~microfilm~~/reception No.* 11,950, *of the Construction Lien Book of said County.*

Witness my hand and seal of County affixed.

Linda Cronin

Recording Officer

By J. Cronin Christensen

Deputy

FORM No. 126—CONSTRUCTION LIEN—Labor, materi[illegible] and/or rented equipment. STEVENS-NESS LAW PUB. CO., PORTLAND, OR. 97204

OL Use only for construction commenced prior t[illegible]uary 1, 1982.

KNOW ALL MEN BY THESE PRESENTS: The undersigned, hereinafter called the claimant, has performed labor upon, transported or furnished materials and/or rented equipment (as hereinafter described), actually used in the construction of that certain improvement known as MORROW - GRASS VALLEY SHERMAN HWY - SHERMAN COUNTY PROJECT *all at the instance of the owner of said improvement or his construction agent; said improvement is situated upon certain land in the County of* SHERMAN, *State of Oregon, (which is the site of said improvement) described as follows:*

F-12(41) MILE POST 18.57 TO 29.4

RECEIVED
OREGON DEPARTMENT OF TRANSPORTATION

The address of said land is, if known (if unknown, so state) UNKNOWN, *in said county and state.*

The name of the owner or reputed owner of said land is STATE OF OREGON;

The name of the owner or reputed owner of said improvement is STATE OF OREGON; *the person or persons just named at all times herein mentioned had knowledge of the construction of said improvement.*

The name of the person ☐ who employed claimant to perform said labor, to furnish said materials and/or equipment, or ☒ to whom he furnished said materials or rented said equipment (indicate which) is CENTRAL COLUMBIA CONSTRUCTION

The kind of labor so performed, materials so transported or furnished and equipment so rented by claimant was:

Labor (if no labor performed, insert word "none") NONE

Materials (if no materials furnished, insert the word "none") NONE

Equipment rented; if none, insert "none." PLUS INTEREST $4,063.52

Claimant commenced to perform said labor, to furnish said material and/or equipment on JUNE 25, *19*84, *and completed same on* JULY 18, *19*84, *after which he ceased to perform labor and/or to furnish materials or equipment. The construction of said improvement was completed on ....., 19..... (If not yet completed, so state).* CONSTRUCTION NOT YET COMPLETED.

The following is a true statement of claimant's demand after deducting all just credits and offsets, to-wit:

Labor	$ NONE
Materials	$ NONE
Equipment; its reasonable rental value PLUS INTEREST	$ 4,063.52
	$
Recording fees	$ 9.00
Total	$ 4,072.52
Less all just credits and offsets	$ NONE
Balance due claimant	$ 4,072.52

For the time and place of recording to make this lien a valid claim, see quotation from ORS 87.035 on next page.

— OVER —

CERTIFIED
P 708 018 980
MAIL

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: May 4, 1984

In Reply Refer to File No.: CON

TO: Oregon Transportation Commission

FROM: H. S. Coulter, P.E.
State Highway Engineer

cc 7d

SUBJECT: Request for Increase in Project Authorization
Moro-Grass Valley Section
Sherman Highway, Sherman County
Contract No. 9694

This federal-aid grading and paving project is approximately fifteen percent constructed with completion expected in October, 1984. It now appears that the final cost will exceed the project authorization by $255,300 or 11.5 percent.

This project was prepared for contracting on the basis of survey work done in 1981. It was awarded in 1983 and considerable surface deterioration has taken place in the intervening two years, consisting of extensive rutting, alligator cracking and some frost heaves. Additional quantities of paving materials will be required to place a one-inch leveling course to correct the rutting and to provide additional strength. This work is expected to add approximately $224,000 to the cost of the project.

Some areas of the roadway are too weak to be bridged over with additional paving and will require reinforcement by subexcavating and backfilling with base material. This work is expected to add more than $12,000 to the cost of the project.

The construction engineering is expected to overrun due to the need for inspecting and monitoring the increased work.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $255,300 to a new total of $2,478,676.88. This matter will be on the consent calendar for the May 15 meeting.

OBJ:HHP:mk lks

bc Fred D. Miller
R. W. Gormsen
C. O. Fredrickson
V. E. Skoog
R. D. Hector
George Bell

Form 734-3122

STATE OF OREGON

INTEROFFICE MEMO

Highway Construction 378-6318 FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: May 4, 1984

FROM: O. B. Jackmond
O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Moro-Grass Valley Section
Sherman Highway, Sherman County
Contract No. 9694

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
MAY 4 '84
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

This federal-aid grading and paving project is approximately fifteen percent constructed with completion expected in October, 1984. It now appears that the final cost will exceed the project authorization by $255,300.00 or 11.5 percent.

This project was prepared for contracting on the basis of survey work done in 1981. It was awarded in 1983 and considerable surface deterioration has taken place in the intervening two years, consisting of extensive rutting, alligator cracking and some frost heaves. Additional quantities of paving materials will be required to place a one-inch leveling course to correct the rutting and to provide additional strength. This work is expected to add approximately $224,000 to the cost of the project.

Some areas of the roadway are too weak to be bridged over with additional paving and will require reinforcement by subexcavating and backfilling with base material. This work is expected to add more than $12,000 to the cost of the project.

The construction engineering is expected to overrun due to the need for inspecting and monitoring the increased work.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $255,300.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: Dale Allen
Reid Meritt
B. M. Walton
W. F. Cobine

Contains Recycled Materials

STATE OF OREGON INTEROFFICE MEMO

TO: MEMO TO THE FILES DATE: April 16, 1984

FROM: John T. Scofield
Surfacing Design Engineer

SUBJECT: Moro-Grass Valley Section, Sherman Highway

On April 11th, 1984, I went over this project. The condition of the existing road has deteriorated extensively over this past winter. There is extensive rutting, alligator cracking and some frost heaves.

The project is under contract, with a 3 inch Class "B" A.C. overlay, with no allowance for leveling.

I recommend that provision be made for digging out the areas that have mud pumping up. (picture attached) These areas should have enough base rock put back (19 inches minimum) to handle weak soils. We should then level and strengthen these areas, including rutted areas, prior to placing the 3 inch overlay. The additional amount of A.C. needed to level and strengthen the weak, rutted areas is approximately 7,500 tons.

The quantity for digouts and rebasing should be determined by the Project Manager. These digouts should cover the obvious areas that have mud pumping up. The local Maintenance Foreman should be able to help identify the areas.

The field investigation and testing for this project was done in September of 1981. The section has gone through three additional winters.

I have attached some "before" (Sept., 1981) and "after" (April, 1984) pictures. These pictures show the same areas, to give an idea of what has happened. The rut depth we measured in 1981 was generally less than ½ inch.

JTS:js
CC: J. H. Versteeg
Dale Allen
Reid Merritt
C. O. Fredrickson
FHWA

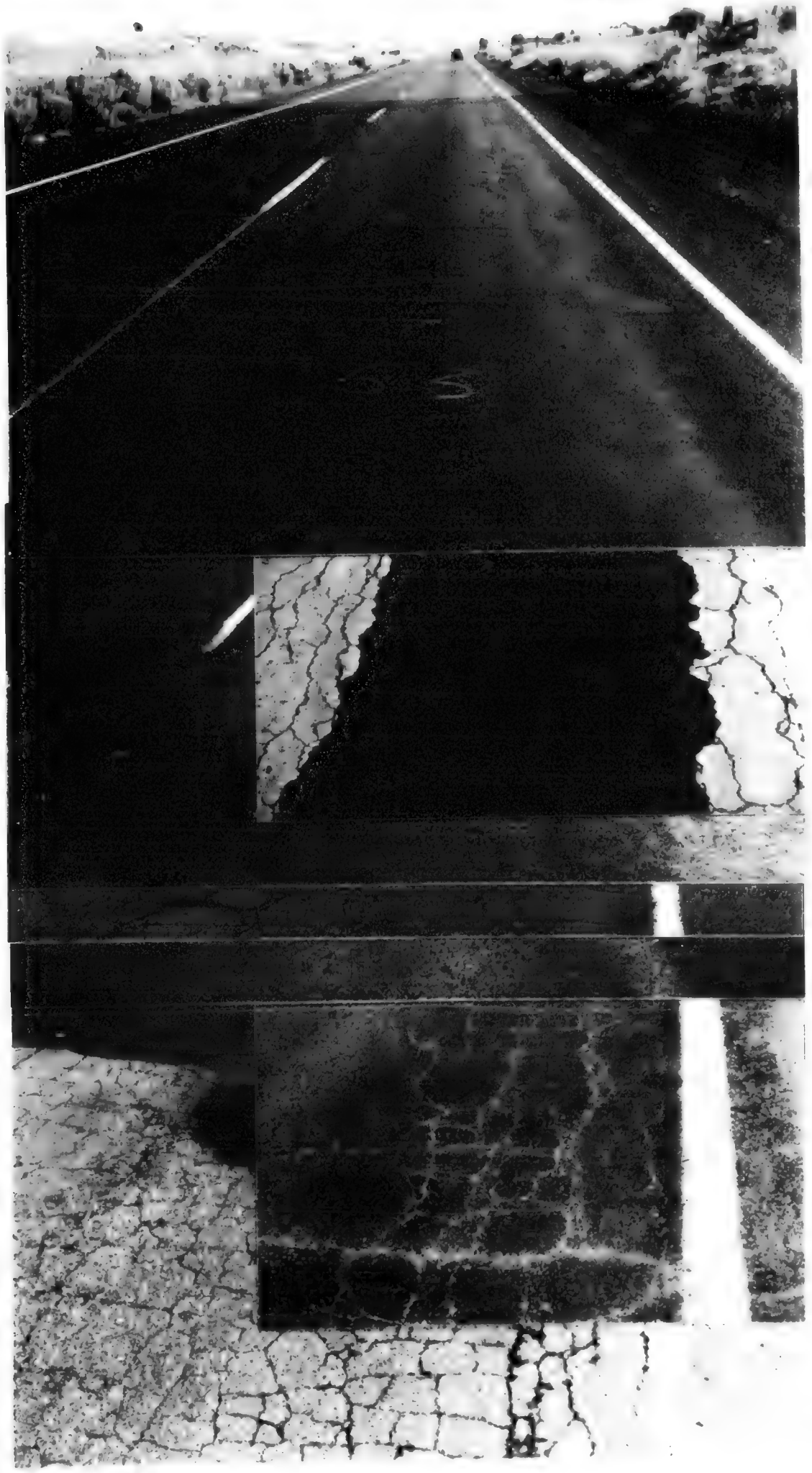
1 Versteeg
Anderson
2 Adams
3 Macnab
Edwards
Terpin
Trout
Wakerlig

RECEIVED
APR 17 1984
ROAD DESIGN SECTION

Do Not File ☐
Return to
Bring Up ____/____/____
Action

25-1307

The following Document(s) are Photographs



M.P. 20.0 looking south Sept., 1981

M.P. 20.0 looking south April, 1984

M.P. 21.5 looking south Sept., 1981

M.P. 21.5 looking south April, 1984

M.P. 27.5 looking north Sept., 1981

M.P. 27.5 looking north April, 1984

Frost Heave pumping mud April, 1984

ON

M.P. 20.0 looking south Sept., 1981

M.P. 20.0 looking south April, 1984

M.P. 21.5 looking south Sept., 1981

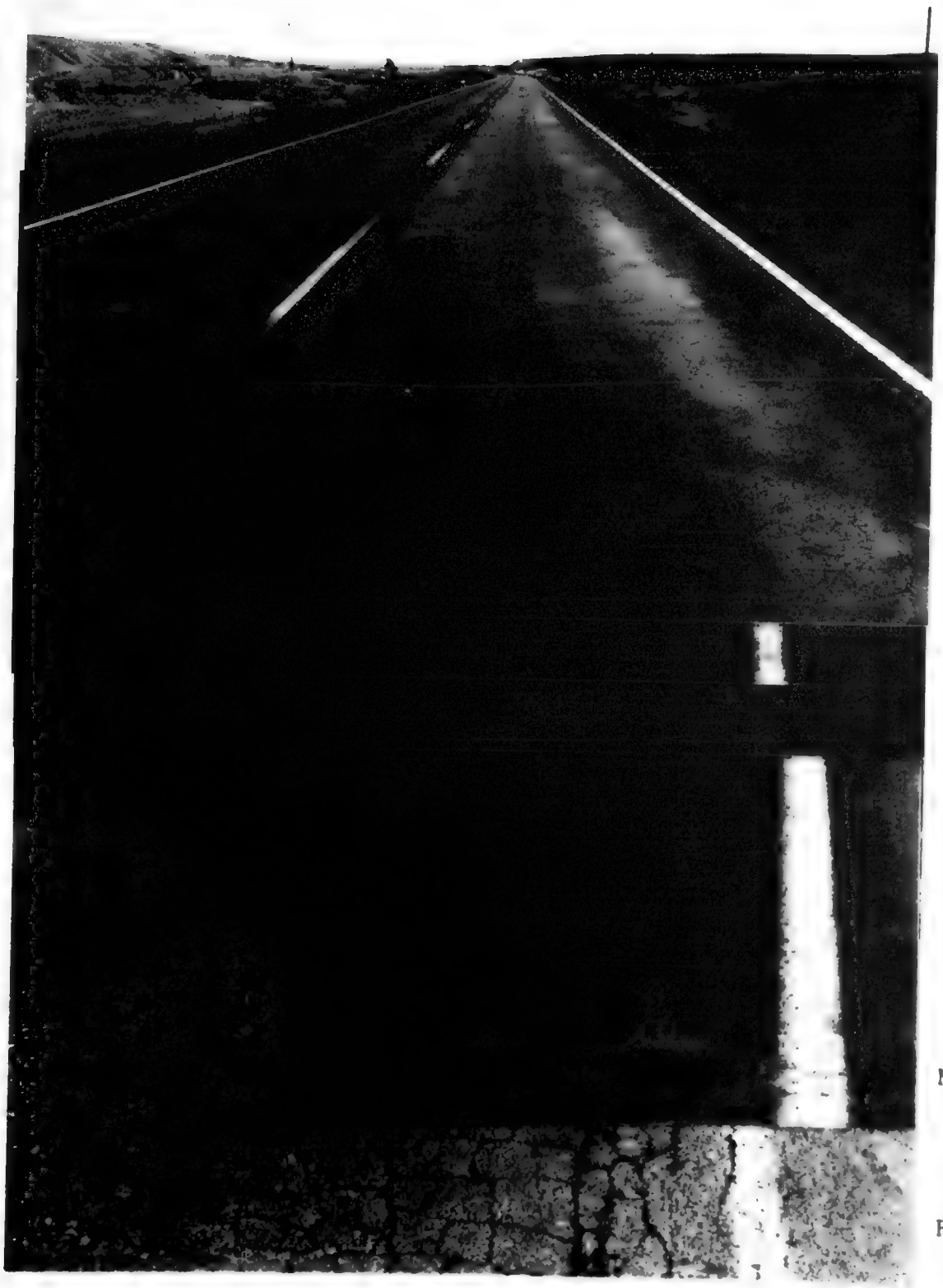
M.P. 21.5 looking south April, 1984

M.P. 27.5 looking north Sept., 1981

M.P. 27.5 looking north April, 1984

Frost Heave, pumping mud April, 1984

ON



M.P. 20.0 looking south Sept., 1981

M.P. 20.0 looking south April, 1984

M.P. 21.5 looking south Sept., 1981

M.P. 21.5 looking south April, 1984

M.P. 27.5 looking north Sept., 1981

M.P. 27.5 looking north April, 1984

Frost Heave, pumping mud April, 1984

ON

M.P. 20.0 looking south Sept., 1981

M.P. 20.0 looking south April, 1984

M.P. 21.5 looking south Sept., 1981

M.P. 21.5 looking south April, 1984

M.P. 27.5 looking north Sept., 1981

M.P. 27.5 looking north April, 1984

Frost Heave, pumping mud April, 1984

ON

M.P. 20.0 looking south Sept., 1981

M.P. 20.0 looking south April, 1984

M.P. 21.5 looking south Sept., 1981

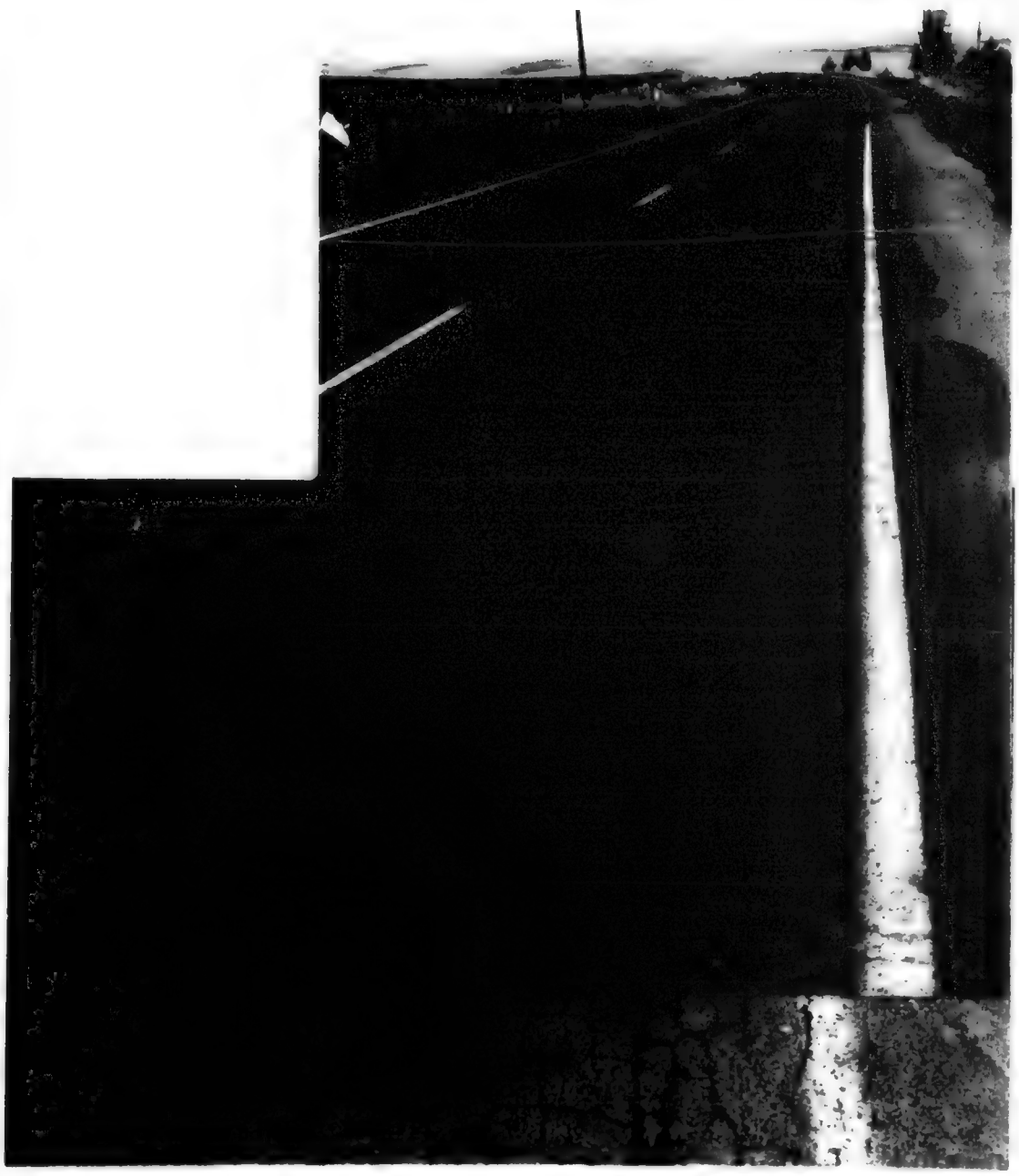
M.P. 21.5 looking south April, 1984

M.P. 27.5 looking north Sept., 1981

M.P. 27.5 looking north April, 1984

Frost Heave, pumping mud April, 1984

ON



M.P. 20.0 looking south Sept., 1981

M.P. 20.0 looking south April, 1984

M.P. 21.5 looking south Sept., 1981

M.P. 21.5 looking south April, 1984

M.P. 27.5 looking north Sept., 1981

M.P. 27.5 looking north April, 1984

Frost Heave, pumping mud April, 1984

ON

M.P. 20.0 looking south Sept., 1981

M.P. 20.0 looking south April, 1984

M.P. 21.5 looking south Sept., 1981

M.P. 21.5 looking south April, 1984

M.P. 27.5 looking north Sept., 1981

M.P. 27.5 looking north April, 1984

Frost Heave, pumping mud April, 1984

cc: OSHD (Mr Coulter)

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INITIAL REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1	Sherman	Oregon
DATE OF INSPECTION	**INSPECTION MADE BY**		**PROJECT NO.**
4/3/84	David B. Carter, Area Engineer	Original Signed by D. B. Carter Area Engr.	F-12(4)

IN COMPANY WITH

W. Reid Meritt, Proj Mgr., OSHD, Gene Fiala, Hydraulics Engr, FHWA

LOCATION

Beginning at the Community of Moro and extending southerly 10.83 miles to the Community of Grass Valley, Sherman County, Oregon

CONTRACTOR NAME AND ADDRESS

Ameada Mining & Construction Co., Inc.
P. O. Box 852 - The Dalles, Oregon 97058

AWARD DATE	CONTRACT AMOUNT	TIME ALLOWED	TIME STARTED	WORK STARTED
8/4/83	$1,945,035.00	350 Calendar work days	8/17/83	9/16/83

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Unsatisfactory	37%	9%

REMARKS

MORO-GRASS VALLEY SECTION
Sherman Highways
Grading and Paving

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
APR 16 '84
REFER TO
Fredrickson
FOR

Info	Invest	R/D	D/R	Sign	Act	File

4/19 cy

This project provides for the overlay and widening between mile points 18.57-24.35 and 26.45-29.40 and new construction between mile points 24.35-26.45.

Work Completed

The contractor has produced the paving aggregate for the project and has begun producing the base aggregates.

The grading on the new construction work is approximately 30% complete.

Work in Progress

The contractor is producing base aggregates.

Grading was in progress near the north end of the new construction work.

Comments

The temporary guardrail located in the vicinity of Station 810 and Station 860 necessary for this stage of the new construction is in place. Highway traffic continues to use the existing highway.

A slight alignment change was made at the north end of the new construction. This change will not significantly change project quantities but should result in an improved transition between the existing highway and the new work.

The contractor's crushing operation resulted in elongated particles in the 3/4 - 1/4 fraction of the paving aggregates. However, it appears that none of this production was actually out of the current specifications for elongated particles. Current specifications require that "not more than 5% (by weight) of flat elongated pieces have a dimension greater than twice the maximum screen size for the specified grading." Possibly an elongation specification could be developed which would relate the minimum particle dimension to the maximum particle dimension as a better measure of elongation. The contractor changed his operation to eliminate this problem, and so, later production looks much better. Selective handling of this material will be done during the production of the asphalt concrete.

Some of the project which is scheduled for the overlay work appears to have suffered frost damage this Spring to the point where the planned 3" overlay may not be sufficient. I discussed this matter with R. Pool, Region 4 Operations Engineer, on April 5, and with John Scofield, Pavement Design,on April 6th. Photographs of typical pavement problems on th overlay portion of the work are attached to the Division office copy of this report.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO

Date: November 28, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
D. E. SWAN

From: D.E. Swan, P.E.
Project Unit Engineer

Subject: Project No. F-12(3)
Moro-Grass Valley
Sherman Highway
Sherman County

Enclosed is a copy of Mr. Terpin's memo of November 21, 1983 with attachment, which provides justification for an increase in preliminary engineering costs of $24,500.00 with an additional obligation of $21,604.00 in Federal funds.

This information is being forwarded at this time for your consideration at final voucher submission.

RHZ:bkb
Enc.

cc: F.E. Terpin
Shirley Williams
General Files

Form 734-3122

October 25, 1983

DES 17
ORG 9
CON

Ameada Mining & Construction Co., Inc.
P. O. Box 852
The Dalles, OR 97058

Construction Survey Work Study
Moro-Grass Valley
Contract No. 9694

By now you are probably aware the Highway Division is conducting a study to determine the advantages and disadvantages of including survey work as part of select construction contracts. One goal of this study is to provide a balanced and objective evaluation of such work presently under contract.

To help ensure that this goal is achieved, we need your help.

Please respond to the enclosed questions and share with us your thoughts and feelings concerning this experimental program. Your responses will be reviewed and incorporated into our final report, anonymously. A self-addressed, stamped envelope is provided for your convenience and to facilitate an early return of the questionnaire.

Thank you for your help. If, during this study, you have any questions or comments, please call me at 378-6318, or Steve Macnab at 378-6385.

D. O. Christensen, P.E.
Construction Operations Engineer

Enclosure

DOC:SHM:kkr

Versteeg
Anderson
Adams
Macnab
Steudenmayer
Turpin
Trout
Wehrlig

RECEIVED
OCT 24 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ____/____/____
Action

RESPONDENT: Contractor_____ Surveyor_____ State P. M._____

CONSTRUCTION SURVEY WORK STUDY

Pre-Advertisement Period

Prior to our advertising your project, were you aware of the proposed legislation to contract out State employee functions to the private sector?

If so, what were your feelings/opinions about this type of contracting?

Pre-Bid Period

What were your thoughts, perceptions, and feelings concerning the scope of the proposed work?

Did you attend the pre-bid conference?

CONSTRUCTION SURVEY WORK STUDY (Continued)

Pre-Construction Conference

After the pre-construction conference, were your perceptions of what was expected of you during construction the same as after the pre-bid period?

Construction Period

How do you feel about doing this survey work?

CONSTRUCTION SURVEY WORK STUDY (Continued)

Construction Schedule

Are you experiencing difficulties coordinating survey work with construction work?

How do you feel your project is progressing? Do you anticipate any problems at this point?

At this point, are you in favor of contracting survey work?

ROAD DESIGN - HIGHWAY DES 16

F. E. Terpin
Location Engineer

October 25, 1983

Donald R. Adams, P.E.
Final Design Engineer

Moro-Grass Valley
Sherman Hwy.
Sherman County

This is a project that experienced many changes and revisions.

A section of overlay through Moro was deleted. A section south of Grass Valley was added. These were at the request of the Region.

The biggest revision was to the two-mile grading and paving portion of the project. This portion was re-worked to resolve a difficult right-of-way problem. It included an alignment and grade change and some detailed extensive adjustments.

Together these changes and additions almost doubled the time and cost to produce the final plans.

DRA:mg

Vosteen ✓
Anderson
Adams
Macneb
Brandenmayer
Terpin
Trout
Wakerlin

RECEIVED
OCT 26 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To .....
Bring Up ...../...../.....
Action .....

October 21, 1983

Mr. Gary Hertel
Assistant Manager
United States National Bank of Oregon
P. O. Box 702
The Dalles, OR 97058

CON 5
#9694

Dear Mr. Hertel:

Per your discussion with our attorney, Jack Sollis, we are returning the Security Agreement covering Contract No. 9694 with Amsada Mining and Construction Co., Inc. It is our understanding that you will obtain the approval of the surety, Safeco Insurance Company of America. Their approval should appear on the agreement form.

We also ask that you state on the agreement if future checks are to be made payable to the contractor and mailed to the bank, or are the checks to be made payable to the bank.

Please return the agreement with the surety's approval and the clarification of payment to me at 121 Transportation Building, Salem, OR 97310. My phone number is 378-6526.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKN:dc
Att.

cc: Amsada Mining & Construction Co., Inc.
P. O. Box 852
The Dalles, OR 97058

Safeco Insurance Company of America
4101 S.W. Kruse Way
Lake Oswego, OR 97034

1-26-84
heard nothing on this -

bc: C. T. Keasey
Bob Church
Jan Peterson
Jack Sollis

UNITED STATES NATIONAL BANK OF OREGON
A Subsidiary of U.S. Bancorp

THE DALLES BRANCH
401 WASHINGTON STREET
P. O Box 702, THE DALLES, OREGON 97058
HEAD OFFICE — PORTLAND

October 10, 1983

Dept. of Transportation
Transportation Building
Salem, OR 97310

ATTN: Dept. of Commission Services

Enclosed you will find our Security Agreement and payment on Contract No. 9694, a contract between Ameada Mining & Construction Co., Inc. and the Oregon Transportation Commission. The date of the contract is August 9, 1983. We have discussed the contract assignment in great length with Robert Gormsen and Jack Sollis.

If you have any questions, please contact Jack Sollis, the lawyer for the Oregon Transportation Division.

Please acknowledge receipt of this payment and return to my attention as soon as possible. If you wish to contact me, I can be reached at (503)296-2235. Thank you very much.

Sincerely,

Gary Hertel,
Assistant Manager

RECEIVED
OCT 18 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RECEIVED
OCT 1 1983
LEGAL

SECURITY AGREEMENT COVERING ACCOUNTS, CHATTEL PAPER, DOCUMENTS, INSTRUMENTS, AND GENERAL INTANGIBLES

(Not for Use with Finance Companies)

October 10, 1983
(Date)

1.0 AMEADA MINING AND CONSTRUCTION CO., INC.
(Name)

P.O. Box 852 (No. and Street) | The Dalles (City) | Wasco (County) | Oregon 97058 (State)

(herein called "Borrower") hereby grants to UNITED STATES NATIONAL BANK OF OREGON (herein called "Bank") a continuing security interest in all of the following that now belong to Borrower or may in the future be acquired by Borrower, and all proceeds thereof: accounts, chattel paper, general intangibles, instruments, documents, contract rights (in jurisdictions where contract rights are a separate type of property); and, without limiting the above, drafts, acceptances, notes, tax refunds, insurance referrals, other refunds, returns, repossessed property, rights to payment or performance under contracts (whether or not yet earned), all forms of obligations for services rendered or property sold or otherwise disposed of, right to payment of loans or credit extended, and all personal property identified in accordance with paragraph 6 hereof or in any schedule of collateral that may be attached hereto or otherwise incorporated herein by reference; together with all guaranties, liens and securities for the above, and all right, title and interest of Borrower in any personal property that was disposed of to give rise to the above, including but not limited to rights arising under Article 2 of the Uniform Commercial Code. All of the foregoing is herein called the "Collateral".

2.0 The security interest granted hereby is to secure payment and performance of liabilities and obligations of Borrower to Bank of every kind and description, direct or indirect, absolute or contingent (including but not limited to obligations as guarantor, surety, or endorser), due or to become due, now existing or hereafter arising (all herein called "Obligations"); however, any indebtedness owed to Bank by Borrower on a VISA account which was or is incurred for a personal, family, or household purpose shall not be part of the Obligations secured by this Agreement.

Borrower hereby agrees as follows:

3.0 Definitions. As herein used:

3.10 "Qualified Account" means a right of Borrower to payment for goods sold or leased by it or for services rendered by it which conforms to the warranties set forth in paragraph 4.3 hereof and which is due and payable according to terms acceptable to Bank.

3.20 "Slow Account" is any Qualified Account with respect to which any of the following has occurred or is applicable:

3.21 all or a substantial part of the property giving rise to the Qualified Account is returned, rejected, repossessed, lost or damaged;

3.22 any dispute with the account debtor arises;

3.23 the Account becomes past due under the original terms thereof for such period as may from time to time be prescribed by the Bank.

3.24 death, dissolution, termination of existence, insolvency, business failure, appointment of a receiver for any part of the property of, assignment for the benefit of creditors by, or the filing of a petition in bankruptcy, or the commencement of any proceeding under any bankruptcy or insolvency laws by or against, the account debtor;

3.25 the account debtor does not meet credit standards acceptable to Bank.

The Bank shall have sole discretion as to whether a Qualified Account is or has become a Slow Account.

3.30 "Borrowing Base" means an amount equal to such percentage of the outstanding amount of Qualified Accounts exclusive of Slow Accounts as may be prescribed from time to time by the Bank.

4.0 Warranties. Borrower represents and warrants as follows:

4.1 If a corporation, Borrower is duly organized and existing under the laws of OREGON and is duly qualified and in good standing in every other State in which it is doing business.

4.2 If a corporation, the execution, delivery and performance hereof are within Borrower's corporate powers, have been duly authorized, are not in contravention of law or the terms of Borrower's charter, bylaws or other incorporation papers, or of any indenture, agreement or undertaking to which Borrower is a party or by which it is bound.

4.3 Any Qualified Account reported by Borrower to Bank will be a good and valid account representing an undisputed bona fide indebtedness of the account debtor to Borrower for merchandise theretofore shipped or delivered pursuant to or in connection with a contract of sale, or for services theretofore performed by Borrower to or for said account debtor. There are and will be no setoffs or counterclaims of any nature whatsoever against any Qualified Account. No agreement under which any deduction or discount may be claimed has been or will be made with the account debtor on any of the Qualified Accounts except as reflected in the identification of Collateral as set forth in paragraph 6 hereof. Borrower will be the lawful owner of all Qualified Accounts and will have good right to pledge, sell, assign and transfer the same and grant a security interest therein. None of the Collateral has been or will be pledged, sold, assigned or transferred to any other person than Bank or in any way encumbered except to Bank and Borrower will warrant and defend all Collateral against the claims and demands of all persons. No account reported by Borrower to Bank shall represent payment due under a consignment or a sale or return agreement.

4.4 In addition to that shown in the be ing of this agreement, Borrower has places of business only at the following locations:

(City) (County) (State)

(City) (County) (State)

(City) (County) (State)

(City) (County) (State)

4.5 If Borrower has an office in more than one State, the Borrower's chief executive office is _____ (No. and Street)

(City) (County) (State)

and the place where Borrower keeps its records concerning accounts, contract rights and chattel paper is.

(No. and Street)

(City) (County) (State)

or if left blank, is that shown at the beginning of this agreement.

4.6 Subject to any limitation stated therein or in connection therewith, all information furnished to Bank concerning Collateral and proceeds thereof or otherwise for the purpose of obtaining credit or an extension of credit is or will be at the time the same is furnished, accurate and correct in all material respects and complete insofar as completeness may be necessary to give Bank a true and accurate knowledge of the subject matter.

5.0 Possible Loans.

5.1 Insofar as Borrower may request and Bank may be willing in its discretion to make loans to Borrower, such loans will be evidenced by Borrower's promissory note, payable on such terms as Bank may accept.

5.2 Borrower understands that Bank will use the Borrowing Base as a limitation on loans. Borrower agrees that the outstanding principal balance of loans hereunder, together with interest due and unpaid thereon, will at no time exceed the Borrowing Base, and agrees that if at any time the loans do exceed the Borrowing Base, Borrower shall make payments in cash, on demand, in reduction of such interest and principal, in such amount as may be necessary to eliminate such excess.

6.0 Identification and Delivery of Collateral. The books and records of the Borrower pertaining to the Collateral and the Collateral itself, shall be marked and identified as required by the Bank.

6.1 The Borrower shall deliver to the Bank all original documents, instruments, and chattel paper described as "Collateral" in 1.0 hereof, and if any of the chattel paper subject hereto covers property which is covered by certificates of title, the Borrower shall also deliver all such certificates. In addition, the Borrowers shall also deliver either:

6.2 original and duplicate invoices representing sales and delivery of goods or services, together with evidence of delivery as may be requested by the B all invoices to bear an assignment stamp in favor of the Bank in terms acceptable to the Bank; or

6.3 at the time of each borrowing, a completed and executed Borrower's Certificate-Accounts Receivable and/or Accounts Receivable Schedule, satisfactory in form to the Bank; and in addition the Borrower shall deliver monthly a completed and executed aged Schedule of Collateral satisfactory in form to the Bank.

6.4 Bank's failure to demand delivery of the writings described herein or Borrower's failure or refusal to deliver them shall in no way diminish Bank's security interest in the Collateral described in paragraph 1.0 hereof, it being the intention of the parties that the Bank shall have a security interest in all items of Collateral described in paragraph 1.0, both presently owned by Borrower or acquired hereafter, whether or not specifically identified or listed.

7.0 Places of Business; Inspection of Records; Insurance; Further Assurance.

7.1 Borrower will promptly notify Bank in writing of any addition to, change in or discontinuance of its place(s) of business as shown at the beginning of this agreement and in paragraph 4.4 and the location of the office where it keeps its records as set forth in paragraph 4.5.

7.2 Borrower will at all reasonable times allow Bank by or through any of its representatives, attorneys or accountants, to examine and inspect and make extracts from Borrower's books and other records and to arrange for verification of Collateral, under reasonable procedures, directly with account debtors or by other methods. Borrower will furnish to Bank upon request additional statements of any Collateral, together with all notes or other papers evidencing the same and any guaranties, securities, or other documents and information relating thereto; and generally at all times will furnish to Bank such statements and information as it may reasonably request.

7.3 When so requested by Bank, Borrower will provide, at no expense to Bank, insurance satisfactory to Bank on all chattels which may be listed on any chattel paper subject to this agreement, and affix to the policies loss payable clauses satisfactory to Bank and provide proper evidence of such insurance to the Bank.

7.4 Borrower will at all times at the request of Bank, do, make, execute and deliver all such additional and further acts, things, deeds, assurances and instruments as Bank may require, to more completely vest in and assure to Bank its rights hereunder and in or to the Collateral and the proceeds thereof, and will pay the cost of any necessary filing.

8.0 Collections; Notice of Assignment; Expense.

8.1 Borrower shall make collections on the Collateral, hold the proceeds received from collections in trust for Bank and turn over such proceeds to Bank daily in the exact form in which they are received together with a collection report in form satisfactory to Bank. Cash proceeds (including checks) shall be deposited in an account in the Bank designated as Cash Collateral Account, _____

_____,

bearing Account Number _____, said account to be under the Bank's sole control. Bank in its discretion may apply any or all cash proceeds to the payment of Borrower's Obligations, whether or not such Obligations are due, or may release such proceeds as it sees fit to Borrower.

8.2 Bank may at any time notify account debtors on any Collateral that the Collateral has been assigned to Bank and that proceeds thereof shall be paid to Bank. Upon request of Bank, Borrower will so notify such account debtors and will indicate on all billings to such account debtors that the accounts are payable to Bank. Any proceeds of accounts thereafter received by Borrower shall be turned over to Bank daily in the exact form in which they are received.

8.3 Bank shall have full power to collect, compromise, endorse, sell or otherwise deal with Collateral or proceeds thereof in its own name or that of Borrower; and shall have full power to endorse for the Borrower the certificates of title referred to in 6.1 and to sell or otherwise deal with the property represented thereby in its own name or that of Borrower.

9.0 **Financing Statements.**

9.1 At the request of Bank, Borrower will join with Bank in executing one or more Financing Statements pursuant to the Uniform Commercial Code in form satisfactory to Bank.

9.2 Without the written consent of Bank, Borrower will not allow any Financing Statement covering any Collateral, proceeds thereof or proceeds of any of Borrower's assets to be on file in any public office.

9.3 A carbon, photographic or other reproduction of this security agreement or any Financing Statement shall be sufficient as a Financing Statement.

10.0 **Events of Default; Acceleration.** Any or all Obligations shall, at the option of Bank and notwithstanding any time or credit allowed by any instrument evidencing a liability, become immediately due and payable without notice or demand upon the occurrence of any of the following events of default;

10.1 default in the payment or performance of any obligation, covenant or liability contained or referred to herein or in any note secured hereby;

10.2 any warranty, representation or statement made or furnished to Bank by or on behalf of Borrower proves to have been false in any material respect when made or furnished;

10.3 any event which results in the acceleration of the maturity of the indebtedness of Borrower to others under any indenture, agreement or undertaking;

10.4 loss, theft, damage, destruction, sale or encumbrance to or of any of the Collateral, or the making of any levy, seizure or attachment thereof or thereon;

10.5 death, dissolution, termination of existence, insolvency, business failure, appointment of a receiver for any part of the property of, assignment for the benefit of creditors by, or the commencement of any proceeding under any bankruptcy or insolvency laws by or against, Borrower or any guarantor or surety for Borrower, or entry of any judgment against them, or failure of any guarantor or surety of Borrower to provide Bank with financial information promptly when requested.

11.0 **Rights and Remedies on Default.** Upon the occurrence of any such event of default, and any time thereafter, Bank shall have the rights and remedies of a secured party under the Uniform Commercial Code in addition to the rights and remedies provided herein or in any other writings executed by Borrower.

12.0 **Additional Security.** Regardless of the adequacy of any Collateral which the Bank may at any time hold hereunder, and regardless of the adequacy of any other collateral which the Bank may obtain at any of its offices from Borrower in connection with any other transactions, any deposits or other moneys due from Bank at any of its offices to Borrower shall constitute additional security for, and may be set off against, loans secured hereby even though said loans may not then be due. Any and all instruments, documents, policies and certificates of insurance, securities, goods, accounts receivable, choses in action, chattel paper, cash, property and the proceeds thereof (whether or not the same are Collateral or proceeds thereof hereunder) owned by Borrower or in which Borrower has an interest, which now or hereafter are at any time in possession or control of Bank at any of its offices or in transit by mail or carrier to or from Bank or in the possession of any third party acting in Bank's behalf without regard to whether Bank received the same in pledge, for safekeeping, as agent for collection or transmission or otherwise, or whether Bank has conditionally released the same, shall constitute additional security for Obligations and may be applied at any time to Obligations which are then due whether by acceleration or otherwise.

13.0 **General.** Bank shall not be deemed to have waived any of Bank's rights hereunder or under any other agreement, or writings signed by Borrower unless such waiver be in writing and signed by Bank. No delay or omission on the part of Bank in exercising any right shall operate as a waiver of such rights or any other right. A waiver on any one occasion shall not be construed as a bar to or waiver of any right or remedy on any future occasion. All Bank's rights and remedies, whether evidenced hereby or by any other writings shall be cumulative and may be exercised singularly or concurrently.

13.1 Any demand upon or notice to Borrower that Bank may elect to give shall be effective when deposited in the mails or delivered to a telegraph, wireless or radio company addressed to Borrower at the address shown at the beginning of this agreement, as modified by any notice given pursuant to paragraph 7.1. Demands or notices addressed to Borrower's address at which Bank customarily communicates with Borrower shall also be effective.

13.2 If at any time or times by assignment or otherwise Bank transfers any Obligations and Collateral, or other security therefor, such transfer

shall carry with it Bank's powers and rights under this agreement with respect to the Obligations and Collateral or other security transferred and the transferee shall become vested with said powers and rights, whether or not they are specifically referred to in the transfer. If and to the extent that Bank retains any other Obligation or Collateral or other security, Bank will continue to have the rights and powers herein set forth with respect thereto.

13.3 Borrower shall pay to Bank on demand, together with interest at the highest rate allowed by law, any and all expenses, including legal expenses and reasonable attorneys' fees, reasonably incurred or expended by Bank in the collection or attempted collection of Collateral and in protecting and enforcing the Obligations and other rights of Bank hereunder.

13.4 Whenever there is no outstanding Obligation and no commitment on the part of Bank under any agreement which might give rise to an Obligation, Borrower may terminate this agreement upon written notice to Bank. Prior to such termination, this shall be a continuing agreement in every respect.

13.5 This agreement and all rights and obligations hereunder, including matters of construction, validity and performance, shall be governed by the law of Oregon.

13.6 This agreement is intended to take effect when signed by Borrower and delivered to Bank.

13.7 If anything in this Agreement is held to be illegal, then only that portion is void and not the entire Agreement.

14.0 **Special Provisions.** (If none, write "None"):

The "collateral" referred to in Section 1.0 of this Security Agreement includes, but is not limited to, an assignment of all moneys due or to become due under a certain contract dated August 9, 1983, between Ameada Mining and Construction Co., Inc. and Oregon Transportation Commission (Contract No. 9694) whereby the borrower undertakes to grade and pave the Moro-Grass Valley Section of the Sherman Highway at Sherman County.

Borrower authorizes and empowers Bank to act as Agent for borrower and in borrower's name, place and stead, to sign receipt for and receive any warrant which may hereafter be drawn on the Treasurer of the State of Oregon in payment of said warrant for payment by said Treasurer.

Signed and Delivered to Bank on the day and year first above written.

AMEADA MINING & CONSTRUCTION CO., INC.
(Name of Borrower)

By _____
(Authorized Signature)
Borrower

10-19-83
Jack Sabin
OKD

August 30, 1983

Amoco Mining & Construction Co., Inc.
P. O. Box 852
The Dalles, OR 97058

CON 5
#9694

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 9694 for work on the Moro-Grass Valley Section of the Sherman Highway in Sherman County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

Enclosure

cc: Safeco Insurance Company of America
4101 S.W. Kruse Way
Lake Oswego, OR 97034

bc: C. T. Keasey
Walt Hart
Robert Church
Jan Peterson
Dale Allen
Reid Maritt

Ameada Mining & Construction Co., Inc.

Post Office Box 852
The Dalles, Oregon 97058
Tel: (503) 298-4201

August 2, 1983

Mr. Robert W. Gormsen
Oregon Transportation Commission
121 Transportation Building
Salem, OR 97310

#9694

RE: MORO-GRASS VALLEY SECTION
Grading & Paving
Bids Opened: 7/28/83
MBE Contract Goals

Dear Mr. Gormsen,

With regard to the above referenced project, please find listed below the subcontractors our firm will be utilizing to achieve the assigned MBE goals for the Moro-Grass Valley Section.

MINORITY OWNED GOAL - ASSIGNED CONTRACT GOAL 2%

B.I. No.	Description	QTY.	Unit Price	Total
	SUBCONTRACTOR: Dirt & Aggregate Interchange, Inc. 20905 N.E. Sandy Blvd. Troutdale, OR 97060			
2.	Mobilization	L.S.	$4,000.00	$ 4,000.00
6.	Temporary Guard rail, Type 1 Reflect.	6,450	5.50	35,475.00
7.	Temporary Delineators	30	21.50	645.00
33.	Guard rail, Type 2A	8,300	6.75	56,025.00
34.	Guard Rail, Type 3	100	22.00	2,200.00
35.	Guard Rail Anchors, Type 1	30	310.00	9,300.00
36.	Extra for Guard Rail Bridge Connectors	4	175.00	700.00
37.	Rail End Pieces, Type C	30	85.00	2,550.00
40.	Delineators, Type 2	310	20.00	6,200.00
41.	Delineators, Type 4	20	15.00	300.00
	SUBCONTRACTOR TOTAL			$117,395.00
	Minority Owned Goal			$117,395.00

WOMAN OWNED GOAL - ASSIGNED CONTRACT GOAL 1%

	SUBCONTRACTOR: Anderson's Erosion Control, Inc. P.O. Box 205 Junction City, OR 97448			
42.	Roadside Seeding and Mulching	9	$ 515.00	4,635.00
	SUBCONTRACTOR TOTAL			$ 4,635.00

SUBCONTRACTOR: Young, Joe, Explosives, Inc.
P.O. Box 267
Hood River, OR 97031

18. Coarse Aggregate Base
19. 3/4"-0 Aggregate Base
20. 3/8"-#10 Material is Stockpile

) BLASTING CONTRACTOR

(CONTINUED)

B.I. No.	Description	QTY.	Unit Price	Total
21. Class "B" Asphalt Concrete Mixture 25. 3/4"-0 Aggregate in Prime Coat	) BLASTING CONTRACTOR			
SUBCONTRACTOR TO PROVIDE EXPLOSIVE MATERIALS, DELIVER TO QUARRY SITE, LOAD EXPLOSIVES IN HOLES AND DETONATE.			LUMP SUM PRICE	15,000.00
	SUBCONTRACTOR TOTAL			$ 15,000.00
	Woman Owned Goal			$ 19,635.00

Should you have any questions concerning this matter, please feel free to contact me at 503-298-4201.

Respectfully submitted,

Ameada Mining & Construction Co., Inc.

T. A. Tramontina
Secretary

RECEIVED
AUG - 3 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Kay Turner

rll 9694

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: See below

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division
8-19-83

4. PROGRAM NO.:

5. ITEM NO.: various

2A. COUNTY NAME: See below

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 8/19/83

8. FEDERAL ROUTE NUMBER: Various

9. STATE ROUTE NUMBER: Various

10. GENERAL LOCATION:

See Projects below

11. GENERAL DESCRIPTION OF WORK

Force Account and Extra Work - "Anticipated Items" as shown in "PS&E" Estimate

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's letters dated 8/19/83 for the following projects you are authorized to proceed with those items shown in your "PS&E" Estimate for each project "Anticipated Items" by State Forces and Extra Work as being cost effective.

The above authorization will not require any additional obligation of funds.

HES-27-1(10)
F-70(3)
HES-A333(1)
F-1(30)
IX-9822(8)
F-13(11)
F-86(5)
F-29(10)
IX-26(32)
F-2-3(11)
BRF-2-5(11)
IX-0000(53)
HES-27-2(13)
FG-21-2(15)
F-35(12)
HES-24(35)
BHF-2-1(19)
F-12(4)

Orig. to Coulter 8/31

RECEIVED
STATE HWY ENGR
AUG 30 '83
REFER TO
Potter
FOR

Info	Invest	R/D	D/R	Sign	Act	File

14. DATE: 8/19/83

15. SIGNATURE OF APPROVING OFFICIAL: A. K. Hessmer

16. TITLE: for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

1-1-1 7-6-83

LETTER OF APPROVAL AND/OR AUTHORIZATION

3. FROM: Dale E. Wilken, Division Administrator FHWA - Oregon Division	4. PROGRAM NO.	2. STATE PROJECT NO.: See below 2A. COUNTY NAME: Sherman
	5. ITEM NO.: 20049	

6. TO

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
7/6/83	Primary 12	Primary 42

10. GENERAL LOCATION:

Moro - Grass Valley Section

11. GENERAL DESCRIPTION OF WORK

Grade, drain, and pave

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Mr. Potter's 7/5/83 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $2,511,877. Regular Federal-aid matching ratio, appropriation code 010 $2,214,219 and increased Federal share (P.L. 97-424, Section 145) appropriation code OIL in amount of $297,658.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
JUL 15 '83
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

7/15

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
7/6/83	G. K. Hoesmen	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9571-1

5

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to File No.:

PRO 6-2

Date: June 8, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Program Data Submission
Item No. 20049
Project No. F-12(4)
Moro-Grass Valley Section
Sherman County

Attached data consists of PR-1 forms with project maps.

It is the Oregon State Highway Division's present intention to receive bids for this project on July 14, 1983 and request Federal-Aid participation of 100 percent for reimbursement claims paid on or before September 30, 1984, in accordance with Pub. L. 97-424, Sec. 145.

A copy of the State Clearinghouse A-95 conclusions was previously forwarded.

DRH:bks
Attachments
cc: D.D. Allen (Region 4)
General Files

Form 734-3122

9694

42 N

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES 16

TO: Don Adams
Final Design Engineer

DATE: April 18, 1983

FROM: Steve Macnab
Steve Macnab
Specifications Engineer

SUBJECT: Base Design

Attached is a straightline sketch drawn by the designer on Moro-Grass Valley. Paul Galloway found it to be quite helpful in estimating quantities. Unfortunately, the sketch was not given to him with the preliminary plans. He just happened onto it.

If sketches of this type are not being produced on each job, please consider making them (simple jobs excluded). I would like to discuss this with you at your convenience. It is a good idea that should be used more widely.

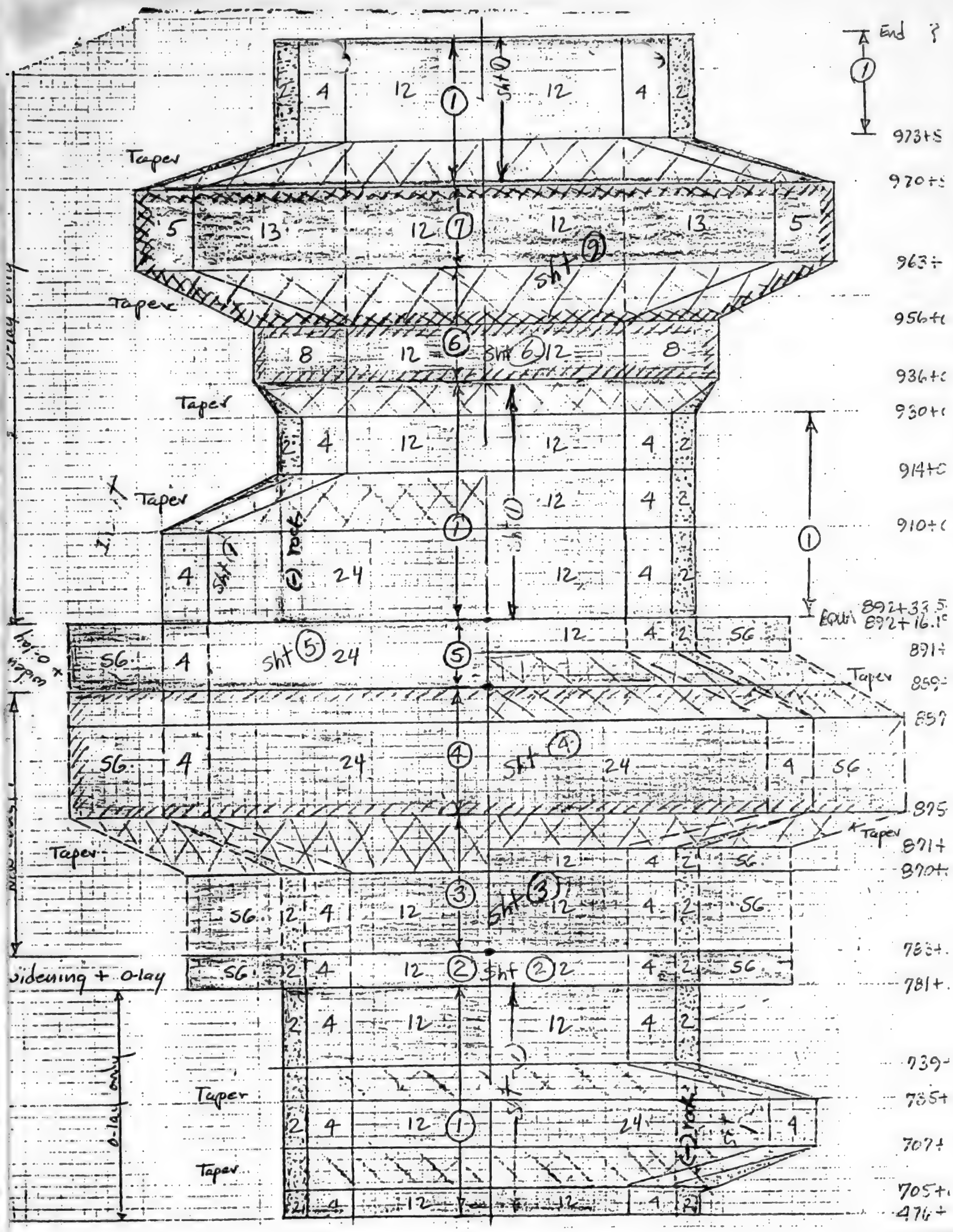
SHM:ja

Attachment

cc J. H. Versteeg

Versteeg ✓	RECEIVED	
Anderson		
Adams		
Macnab	APR 19 1983	Do Not File ☐
Stoudenmayer		Return To
Terpin		Bring Up ___/___/___
Trout	ROAD DESIGN SECTION	Action
Weberlig		

81-125-1387


End ?
973+
970+
963+
956+
936+
930+
914+
910+
892+33.5
892+16.1
891+
859+
857
875
871+
870+
783+
781+
739+
735+
707+
705+
476+
Taper
Taper
Taper

J. H. Versteeg N

42

File 5289 - Kee
Moro-Grass Valley Section
Sherman Highway
Sherman County

FAP #F-12(3)

LETTER OF UNDERSTANDING

This letter documents a meeting in Salem, Oregon, on March 8, 1983, held to discuss and resolve various questions concerning a proposed right of way acquisition from the Kee property located northerly of Grass Valley, on the Sherman Highway. This letter is intended as a written confirmation of that discussion.

Those in attendance were: Mrs. Edna Kee, property owner, Mr. Dell Squire, representing the property owner, Mr. and Mrs. Patrick Sharp, lessees, H. S. Coulter, State Highway Engineer, J. H. Versteeg, Road Design Engineer, Dale Allen, Region Engineer, and Frank King, Right of way Agent.

The agreed points of discussion, resulting from the meeting were:

done

1] The right of way requirements will be as shown on the right of way map presented and discussed by Mr. Coulter and Mr. Versteeg. This map showed horizontal alignment shifted easterly through the Kee property, with land acquisition on the west side of the highway, limited to the extreme north end and at the public road connection southerly of the I. O. O. F. cemetery. Acquisition on the east side is to be lengthened and greater than originally planned, because of curve and slope requirements. Vertical grade is to be lowered to approximate existing highway grade, in front of the Kee residence.

✓ 2] Approximate area of land to be acquired will total 1.6+- acres.

✓ 3] Compensation for land taken will be at the appraised rate of $650.00 per acre.

4] State will fence the new right of way through the areas of acquisition only, with a Type I, four-strand barbed wire fence, using metal posts spaced one rod apart, constructed to highway standard specifications. Wire gates will be provided at all necessary gateways in the fencing.

done

5] State will install an 84" diameter corrugated, metal cattle crossing, at approximate Engineer's Station 862+00. Bottom of cattlepass will be paved as a travel surface for cattle. Cattlepass will be skewed no more than 15 degrees, as required for its dual function as a drainage facility. Cattle approach paths at culvert ends will be constructed by State, and will be gravel surfaced for all-season use. State will maintain the culvert for its use as a drainage structure; grantor will be responsible for clearing and cleaning of debris resulting from cattle usage.

REFERRED TO
Watson ✓ Mann NEM
Cole Stoudenmeyer
Eriksen King
Beard Dorn Lau
Return Discuss Do File Due
By FINAL DESIGN ENGINEER

Review & assure we comply

3.15.830.M JNV

LETTER OF UNDERSTANDING - 2

Grantor will pay State $14,300.00 for complete installation of crossing and approach paths. This payment shall be due and payable upon completion of installation and at the time the cattlepass is available for grantor's use.

done 6] State shall install drainage culvert at driveway approach, Station 871+10, west side.

done 7] A farm crossing approach designed to accommodate farm equipment, 60+ feet in width, will be constructed for grantor's use in conjunction with, but separate from a paved public road connection, at Station 890, west side, [southerly of I. O. O. F. cemetery].

done 8] The old highway will be re-connected to the cemetery access road to provide off-highway access to the cemetery, as discussed.

done 3/15/83 A new description will be prepared for right of way acquisition on the new alignment. Contact to complete a Real Estate Option agreement, according to the above terms, with Mrs. Kee will be made, as soon as a revised acreage and just compensation amounts are determined by the State.

Frank King
Right of Way Agent

FK:eh

cc H. S. Coulter
✓ H. Versteeg
J. B. Boyd
Dale Allen
Mrs. Edna Kee, P. O. Box 156, Grass Valley, OR 97029
Mr. and Mrs. Patrick Sharp, P. O. Box 145, Grass Valley, OR 97029
Mr. Dell Squire, Route 2, Box 1093, Hillsboro, OR 97123

J. W. Voge

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
REGION 4
P.O. BOX 5309, BEND, OREGON ~~97701~~ 97708

RIGHT OF WAY ADMINISTRATION
RECEIVED
MAR 03 1983
AM ADM RBR CA LS
PRS AS CE OS TA TO
0 1 2 3 4 F

March 2, 1983

In Reply Refer to
File No.:

CC Scott Coulter

Mr. Dell Squire
Rt. 2, Box 1093
Hillsboro, OR 97123

File 52093 - Kee
Moro-Grass Valley Section
S. Unit
Sherman Highway
Sherman County

NOTED
H. S. COULTER

FAP #F-12(3)

During discussions held February 24, 1983, with Mrs. Edna Kee, concerning a right of way acquisition by the Oregon State Highway Division from the Kee property, north of Grass Valley, Mrs. Kee verbally named you as her representative to be contacted in any future discussions. She further requested that copies of all information furnished her at that time, also be furnished to you.

Subsequent to that discussion, you called me February 28, 1983, to confirm Mrs. Kee's wishes and to request additional information; namely, a copy of the Environmental Impact Statement made, concerning the subject highway project, in whatever form this statement was made.

Accordingly, and pursuant to the express wishes of Mrs. Kee, I enclose the following:

1) Offer-benefit letter, dated February 24, 1983, w/attachments.
2) Complete copy of proposed option agreement, as amended to present status, in the presence of Mrs. Kee.
3) Project Environmental Classification. It is suggested you contact the Environmental Section, of the Department of Transportation in Salem, telephone number 378-8486, if clarification of this document is needed.
4) A section of Oregon State Highway Division map 7B-33-3, showing the existing and proposed new right of way involved in the proposed highway project, as it relates the Kee property.

Mrs. Kee raised the question of a cattlepass under the highway. I advised her that the State would install a pass, if Mrs. Kee

wished to pay the difference between a drainage conduit planned at Station 863+00 and a 72" or 84" cattlepass. The net differences for these two sizes are $13,975.00 and $14,812.00, respectively.

I have been advised that the scheduled bid letting date for this project has been moved to June 30, 1983. This change will allow more time for the acquisition process; however, it does not relieve the State's responsibility to the land owner in regard to expeditious handling of the acquisition.

I would, therefore, request that we meet to continue discussions regarding acquisition, as soon as you have had adequate time to familiarize yourself with the enclosed material. I will make myself available to meet at a time and place most convenient to you.

If you have questions concerning any of this material, please contact me, collect,at telephone number 388-6197, or write.

Frank King
Right of Way Agent

FK:eh

Enclosures

cc J. B. Boyd
Edna Kee
P. O. Box 156
Grass Valley, OR 97209

March 1, 1983

Mr. Dell Squire
Route 2, Box 1093
Hillsboro, OR 97123

COM

Dear Mr. Squire:

This will confirm my telephone conversation reserving the usual 15 minutes of time for you to appear before the Transportation Commission beginning at 11:15 a.m.

The meeting will begin at 10 a.m., on Tuesday, March 15, 1983, in the Large Conference Room of the Transportation Building in Salem.

It is my understanding that you will be representing your Aunt, Mrs. Kee, and wish to discuss the location and alignment of Highway 97 in Sherman County.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKN:dc
bc: Transportation Commission
Fred Miller
H. S. Coulter
E. S. Hunter
George Bell
Dale Allen

3-8-83
HSC called & said matter resolved & will not appear

9 of 4

5

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 1, 1983

IN REPLY REFER TO
FILE NO.:

COM

Mr. Dell Squire
Route 2, Box 1093
Hillsboro, OR 97123

RCE RE RCE PLA FAE
RTE RECEIVED GEO
RUE MAR 7 RCE
RSO REGION 4 RBE
ASSIGNED

Dear Mr. Squire:

This will confirm my telephone conversation reserving the usual 15 minutes of time for you to appear before the Transportation Commission beginning at 11:15 a.m.

The meeting will begin at 10 a.m., on Tuesday, March 15, 1983, in the Large Conference Room of the Transportation Building in Salem.

It is my understanding that you will be representing your Aunt, Mrs. Kee, and wish to discuss the location and alignment of Highway 97 in Sherman County.

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

Bob G. -
Scott & I met w/ Mr Squire & Mrs Kee and this meeting no longer req'd.
Dale

bc: Transportation Commission
Fred Miller
H. S. Coulter
E. S. Hunter
George Bell
~~Dale Allen~~

RECEIVED
MAR 14 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

amt ◆
KEE -

Ranch in Sherman County -

only home for several miles -

HW 97 -

improve Road - move closer road it -
increase noise .

owns on both side .

Frank King -

wants to appear before the Commissioners

DELL
SQUIRE - Rt 2 - Box 1093 - Hillsboro 97123
Home - 628 - 2489 -
work 649 - 0422

(1)(5)

Mr Squire will appear ~~on~~ representing his client, Mrs KEE and Sheppard ~~He will~~ He wishes to discuss the location of HW 97 in Sherman County. The proposed location will place the roadway closer to his client's Ranch house.

#42

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION: Moro - Grass Valley
Sherman Highway

REGION: 4

SURVEY AUTHORITY #42

AUTHORIZATION NO.	PREFIX	DATE
2	28-1962	11-1-82

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 25,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 1,500
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		700	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
906 FINAL DESIGN		25,000	920 PROGRAM MANAGEMENT		300	937 HYDRAULICS		
906 BRIDGE DESIGN		500	921 SPECIFICA-TIONS		3,500	938 REGION ENVIRONMENT		100
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	940 URBAN STUDIES		
908 RIGHT-OF-WAY DESCRIPTION		4,000	923 ENVIRONMENTAL SECTION		200	950 TRAINING		500
910 REGION GEOLOGIST		3,500	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		200	925 AIR MONITORING			960 PERSONAL LEAVE		100
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON		500	927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON		500	932 RAILROAD & UTILITIES		100			
						TOTALS	$66,300	$ 66,300
						PREVIOUS AUTHORIZATION		$ 34,000
						ADD. AUTH. REQUIRED		$ 32,300

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER: F-12(3) (10-18-82)

LOCATION ENGINEER'S REMARKS

Project limits and work has been modified from that which was orginally submitted.

Beginning at M.P. 18.4 thence southerly, overlaying the existing road, to M.P.24.3(a distance of 5.9 miles); then starting at M.P. 24.3, grading and paving, to M.P. 26.4 (a distance of 2.1 miles) then starting at M.P. 26.4 overlaying the existing road to M.P. 28.4 (a distance of 2.0 miles). The overlay sections will include some widening to obtain a 4 foot shoulder.

Total project length is 10.4 miles.

Perfom all necessary work to prepare Plans, Specifications, & Estimate for a construction project by contract.

cy Watson kg

1 Watson
Jackson
2 Adams
3 Olson
Sullivan
Terpstra
4 Trout
Wakerlig

RECEIVED
FEB 1 1983
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up
Action

PREPARED BY	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS	DATE
P. Lewellyn, Cost & Records Spec.	11-1-82	X	11/10/82
RECOMMENDED, REGION ENGINEER	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES	DATE
X		X	11-10-82
RECOMMENDED, LOCATION ENGINEER	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	
X Straub E. Pappin	11/5/82	3-5-82	

734-1914 (7-82)

7694

42 N

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 17
28-1962

TO: Dale Allen
Region 4 Engineer

DATE: October 22, 1982

FROM: Frank E. Terpin
Location Engineer F.E.T.

SUBJECT: Moro-Grass Valley
Sherman Highway
Sherman County
Prefix 28-1962

putty

Version ✓
Anderson
Adams
Olson
Sullivan
Terpin
Walwig

RECEIVED
OCT 28 1982
ROAD DESIGN SECTION

Attached is a copy of Notice 81-1 effective November 1, 1981 and a copy of a supplemental letter dated September 21, 1982 from John C. Jenkins.

The survey you have submitted for the above-named project does not comply with the requirements as stated in the Notice.

Please see that these requirements are fulfilled, and that the results are submitted to the Final Design Section.

FET:PL:ja

Attachments

cc J. H. Versteeg w/attachments
D. R. Adams "

81-125-1387

OREGON STATE HIGHWAY DIVISION

NOTICE

NUMBER: 81-1	Page 1 of 1
EFFECTIVE DATE: November 1, 1981	
CANCELLATION DATE: Further Notice	

OFFICE: Technical Services Branch

Issued By: E J Hunter (SIGNATURE)

Assistant State Highway Engineer (TITLE)

DISTRIBUTION:

Materials Section
Construction Branch
Region Engineers
Resident Engineers

SUBJECT: Soil and Water pH and Resistivity Testing at Culvert Installation Sites

General:

Soil and water pH and resistivity are environmental factors generally considered to play a significant role in determining corrugated metal culvert durability.

Purpose:

To establish a procedure to measure soil and water pH and resistivity at each proposed culvert installation site where corrugated metal pipe would be an option (alumimum alloy, aluminum-coated steel, or galvanized steel).

Instructions:

During the location field survey, soil samples will be taken of foundation material at each proposed culvert installation site where the use of metal pipe would be an option. The backfill soil must also be sampled. If there is evidence of corrosion in other metal culverts handling the same stream flow, water samples will be required. This applies to new culvert installations, as well as to the extension of existing culverts. If the foundation soil changes significantly throughout the length of the culvert, or if the backfill material shows evidence of variability, more than one sample of foundation material and backfill material will be required.

All samples will be sent to the Engineering Laboratory in Salem for testing. A sample should weigh at least 50 pounds and may be submitted in either a heavy plastic or canvas bag. The sample data sheet should show the station, anticipated culvert size, whether the material is for foundation or backfill, and any appropriate comments about the condition of metal culverts in the vicinity.

STATE OF OREGON

INTEROFFICE MEMO

FILE: MAT 4-6
ATTACH TO Notice No 81-1 From ES Hunter

TO: Edward Hardt
C. O. Fredrickson
Alfred Shirley
Dale D. Allen
Robert D. Hector

DATE: Seprember 21, 1982

From: John C. Jenkins, PE
Engineer of Materials

Subject: Samples for Culvert Environment Tests

On November 1, 1981, E. S. Hunter issued OSHD Notice No. 81-1 relating to the sampling and testing of soil and water for pH and resistivity at culvert sites.

This notice required that a sample of at least 50 pounds be submitted to the laboratory. This sample size was selected, in our inexperience, to cover all possible soil types, including some pretty rocky ones. We are finding that the majority of samples contain much more material than we need.

In the interest of reducing sampling and shipping costs, we recommend that the standard sample be reduced to 10 to 15 pounds. The amount of material that can be packed into a plastic bag, such as that used for 6 x 12 concrete cylinders, should be adequate. If the soil is very rocky, the large pieces may be removed and 10 to 15 pounds of the smaller material submitted.

gs

cc: E. S. Hunter
W. E. Schwartz
C. T. Keasey
J. H. Versteeg
F. E. Terpin

RECEIVED
SEP 24 1982
LOCATION SECTION

NOTED
F. E. TERPIN

10-18-82

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-12(3)

2. STATE PROJECT NO. See below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20049

2A. COUNTY NAME
Sherman

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
10/18/82	Primary 12	Primary 42

10. GENERAL LOCATION:
Moro - Grass Valley Section

11. GENERAL DESCRIPTION OF WORK
Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [X] OTHER *(Specify)* Program change See below

13. REMARKS

As requested in Mr. Swan's letter of 10/12/82 I approve the revised Preliminary Engineering costs to a TEC of $66,300 Federal Funds $58,463.

(Increase TEC $32,300 Federal Funds $28,482)

NOTED 10/20
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
OCT 21 '82
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
10/18/82	D. K. Hassmer	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9-7-82

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-12(5)

2. STATE PROJECT NO. See below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20049

2A. COUNTY NAME
Sherman

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE
9/1/82

8. FEDERAL ROUTE NUMBER
Primary 12

9. STATE ROUTE NUMBER
Primary 42

10. GENERAL LOCATION:
South Unit Moro - Grass Valley Section

11. GENERAL DESCRIPTION OF WORK
Right of Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [x] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's letter of 8/24/82 you are now authorized to proceed with the actual acquisition of file numbers 52890 through 52893 and 52942 as shown on R/W maps 7B-33-2 and 7B-33-3 at a TEC of $41,750 Federal Funds $36,815.

Federal participation is limited to that right of way actually incorporated in the final location of the subject project.

RECEIVED
STATE HWY ENGR
SEP 10 '82
REFER TO
Mowing
FOR
Info | Inves | R/D | D/R | Sign | Act | File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
9/7/82	D. K. Swan	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: August 25, 1982

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: D.E. Swan, P.E.
Program Control Engineer

Subject: Federal-Aid Funding Application

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for Federal-Aid funding of the following:

Item No.	Project No.	Section Name & PNRS No.
20049	F-12(5)	S. Unit Moro-Grass Valley PNRS #OR 820125-087-2

CL:bkc
Enc.

cc: Dale E. Wilken (FHWA)
General Files

Form 734-3122

9614

5

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.

PRO 6-2

Date: August 24, 1982

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: D.E. Swan, P.E.
Program Control Engineer

Subject: Project Data Submission
Item No. 20049
Project No. F-12(5)
S. Unit Moro-Grass Valley Section
Sherman County

Enclosed is data consisting of PR-1 forms, project maps, and right-of-way maps 7B-33-2 & &B-33-3 for the subject project.

I request authorization to proceed with the actual acquisition of the right-of-way all phases at an estimated total cost of $41,750 with an obligation of $36,815 in Federal funds. The areas to be acquired are as outlined in red on the enclosed right-of-way maps. No relocation assistance is involved.

CL:bkc
Enc.

cc: J. Boyd
F. Lowe
General Files

Form 734-3122

42

ROAD DESIGN SECTION 378-6558

ROW 3:1

J. B. Boyd, Manager
Right of Way Section

August 3, 1982

J. H. Versteeg
Road Design Engineer

Files 52890, 52891, 52892,
52893 & 52942
Moro-Grass Valley (S. Unit) Section
Sherman Highway
Sherman County

Versteeg
Anderson
Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
AUG 4 1982
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up
Action

Attached are descriptions (5 files), an authorization and right of way prints covering right of way required for the subject project scheduled for fiscal third quarter of 1983.

By: R

Robert R. Rounds
R/W Descriptions Coordinator

RRR:rlr
Attachments

9674

STATE OF OREGON

INTEROFFICE MEMO

42W

TO: W. E. Schwartz
Asst. State Highway Engineer

FROM: Dale D. Allen
Region Engineer

DATE: June 21, 1982

SUBJECT: Moro-Grass Valley
Contract Schedule

Versteeg ✓
Anderson
Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JUN 24
ROAD DESIGN SECTION

Copy
Copy

Do Not File
Return To
Bring Up
Action

The new schedule and prior changes in the above project have caused a problem that must be corrected. Hopefully, the new Executive Staff scheduling can correct this.

This 11-mile job was submitted in about March as a single job (as per 6-Year Program) and was within the project authorization. It is about 10.2 miles of straight overlay and 0.8 miles of grading which required right of way in the grading area only. It was originally planned for a September/October letting.

The decision was made in Salem to pull out about six miles of straight overlay work (North Unit) and let it in July. The plans are out for review now with note that "bids will be received July 22". However, the PMS and contract schedule indicates the North Unit will be let in October.

Because we have only one material source, it is important to make the July letting on the North Unit so the contractor can get in and out this year.

If the July letting cannot be met, the North and South Units need to be combined back into one project.

From our workload standpoint, the July contract followed by the grading contract late this fall would help considerably.

DA:mr

cc: Bob Bothman

NOTED
W. E. SCHWARTZ

N cnut Oct 82

S cn Mard 83

RECEIVED
STATE HWY ENGR
JUN 22 '82
REFER TO
Hunter
FOR
Info | Inves | R/D | D/R | Sign | Act | File
✓

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
JUN 22 '82
REFER TO
Hastay
FOR
Info | Inves | R/D | D/R | Sign | Act | File
X

964-1

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project F-12(3)
Moro-Grass Valley Section
Sherman Highway, Sherman County
Request for Exception to Standard Design

Date: June 14, 1982

From: Division Administrator

Reply to Attn. of: HFO.4/5-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

We have reviewed Mr. Terpin's letter of May 27, 1982, regarding a request for an exception to the minimum AASHTO design standards contained in "Geometric Design Standards for Highways Other than Freeways, 1969". The exception would provide for a 6 foot shoulder in lieu of the minimum design shoulder of 8 feet.

We concur with your request for an exception from standards to allow for the use of a 6 foot wide shoulder on this project. Our concurrence is based on the rural character of this section of the route, the relatively low traffic volumes, and the lack of any identifiable safety problems which can be attributed to the existing shoulder width.

Our current policy for new construction work would normally require the new work portion of the project to be built with full 8 foot wide shoulders; however, we concur with the proposed 6 foot wide shoulders through this area. Our concurrence is based on the short length of the section and the driver expectancy resulting from the same section for some miles on each side of the proposed new work.

We do suggest, however, that consideration be given to grading the new work segment to provide for future 8 feet wide shoulders.

for G. K. Hoesman
Dale E. Wilken

cc:
OSHD (F E Terpin, Loc)

RECEIVED
STATE HWY ENGR
JUN 16 '82
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8/27

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: F-12(3)

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 20049

2A. COUNTY NAME: Sherman

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 3/5/82

8. FEDERAL ROUTE NUMBER: Primary 12

9. STATE ROUTE NUMBER: Primary 42

10. GENERAL LOCATION:

Moro - Grass Valley Section

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [XX] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including archeological salvage and utility preparatory work TEC $34,000 F.F $29,981
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's PEA dated 3/2/82.

RECEIVED
STATE HWY ENGR
MAR 9 '82
REFER TO
Moro Proj

cvg
3-9

14. DATE: 3/5/82

15. SIGNATURE OF APPROVING OFFICIAL: G K Hoxmeier

16. TITLE: for Division Administrator

FORM PR-1240 PREVIOUS EDITIONS MAY BE USED

Hwy 42

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME: MORO-GRASS VALLEY SECTION

HIGHWAY NAME: Sherman

HIGHWAY NUMBER: 42

REGION	ADMINISTRATIVE DISTRICT	COUNTY	CITY
4	9	Sherman	

LENGTH	MILEPOST NUMBER				
10.42	18.00	TO	28.42	[X] RURAL	[ ] URBAN

LOCAL GOVERNMENT PROJECT? [ ] YES [X] NO — IF YES, UNIT OF GOVERNMENT

TYPE OF FUNDS: [ ] FAI [X] FAP [ ] FAS [ ] STATE [ ] FAUS [ ] OTHER

METHOD OF CONSTRUCTION: [X] CONTRACT [ ] STATE FORCE [ ] OTHER

TYPE OF WORK: [X] GRADING [X] PAVING [ ] STRUCTURE [X] SIGN [ ] SIGNAL [ ] ILLUMINATION [ ] ROADSIDE IMPROVEMENT [ ] OTHER

PROJECT DESCRIPTION

This project covers the same section of highway that was partially constructed under project number F-152 (4) in 1957. The project begins at Sta. ~~476+00 (M.P. 18.57)~~ and ends at Sta. ~~933+00 (M.P. 27.22).~~ Sta.446 = M.P. 18 Sta. 996 = M.P. 28.42

The grading portion of the project will be confined to a 1.3 mile section beginning at approximate M.P. 24.7; the remainder of the project will merely be an overlay. The existing pavement is generally only 1 or 2 feet narrower than the planned widths, 32 ft for 2-lanes; 44 ft. for 3-lanes; 56 ft. for 4-lanes.

The grading work is necessary to eliminate closely coupled vertical curves with very poor stopping and passing sight distance.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME)	PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)
1982 - 1,850	

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	[ ]	[X]	[ ]	[ ]	[ ]	[ ]
PROPOSED	[ ]	[X]	[ ]	[ ]	[ ]	[ ]

DESIGN SPEED (MPH)	DESIGN STANDARDS	TRAFFIC ANALYSIS		
55	AASHTO	[X] LIGHT	[ ] MEDIUM	[ ] HEAVY

1 Versteeg ✓
Anderson
3 Adams
Orson
Sullivan
Terpin
Trout
4 Wakerlig

RECEIVED
MAR 15 1982
ROAD DESIGN SECTION

Do Not File
Return To
Prin
Action

APPROVED
Location Engineer
Date 2/24/82

REFERRED TO
Beard Staudenmeyer
Cole Mann
Erikson 1 Watson
Heger Dorn Lee
Return Discuss Do File Due
BY FINAL DESIGN ENGINEER

3 - FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	2, 3, and 4, All 12'	2, 3, and 4, All 12'
SHOULDERS	3' to 4'	4' both sides
MEDIANS	None	None
PARKING LANES	"	"
SIDEWALKS	"	"
BIKEWAYS	"	Bicyclist may use 4' shoulders.
INTERCHANGES	"	"
OTHER:	"	"

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☐	☒
Traffic Signals	☐	☒	☐
Signing	☒	☐	☐
Illumination	☐	☒	☐
Structures	☐	☒	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☐	☒	☐
River _____	☐	☒	☐
Stream _____	☐	☒	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☒	☐	☐
Simple Acquisition	☒	☐	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☒	☐	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind.	☒	☐	☐
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE
Agreements (City-County Etc.)	☐	☒	☐
Environmental Assessment	☐	☒	☐
Statewide Assessment	☒	☐	☐
Negative Declaration	☐	☒	☐
Environmental Impact Statement	☐	☒	☐
4-F Statement	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐
Public Hearing _____	☐	☒	☐
Borrow Source	☐	☒	☐
Material Source	☒	☐	☐
Utilities	☒	☐	☐

Type Telephone, Power

	YES	NO	MAYBE
Hydraulics Study	☐	☒	☐
Soils Investigation	☒	☐	☐
Airport Clearance	☐	☒	☐
Economic Analysis	☐	☒	☐
Requires Field Survey	☒	☐	☐
Old Survey Available	☐	☒	☐
Requires Vicinity Map	☐	☒	☐
Requires Photogrammetry	☐	☒	☐
Requires Reconnaissance Survey	☐	☒	☐
Reconnaissance Available	☐	☒	☐
Design Review	☐	☒	☐

4 - WORK ITEMS

	TO BE PERFORMED BY APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT-OF-WAY	☐	☒	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	—
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	—
CORRIDOR APPROVAL	( )	—
FIELD SURVEY	(2)	—
PRELIMINARY DESIGN	( )	—
DESIGN APPROVAL/FINAL EIS	( )	—
RIGHT-OF-WAY DESCRIPTIONS	( )	1
RIGHT-OF-WAY ACQUISITION	( )	4
P.S. & E. DOCUMENTS	( )	5

RECOMMENDED CONSTRUCTION DATE July, 1982 (Region) _____ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
A.C.	4"	4"
Level Course	2"	
Base Course	16"	

7 - TYPICAL SECTION AND LOCATION

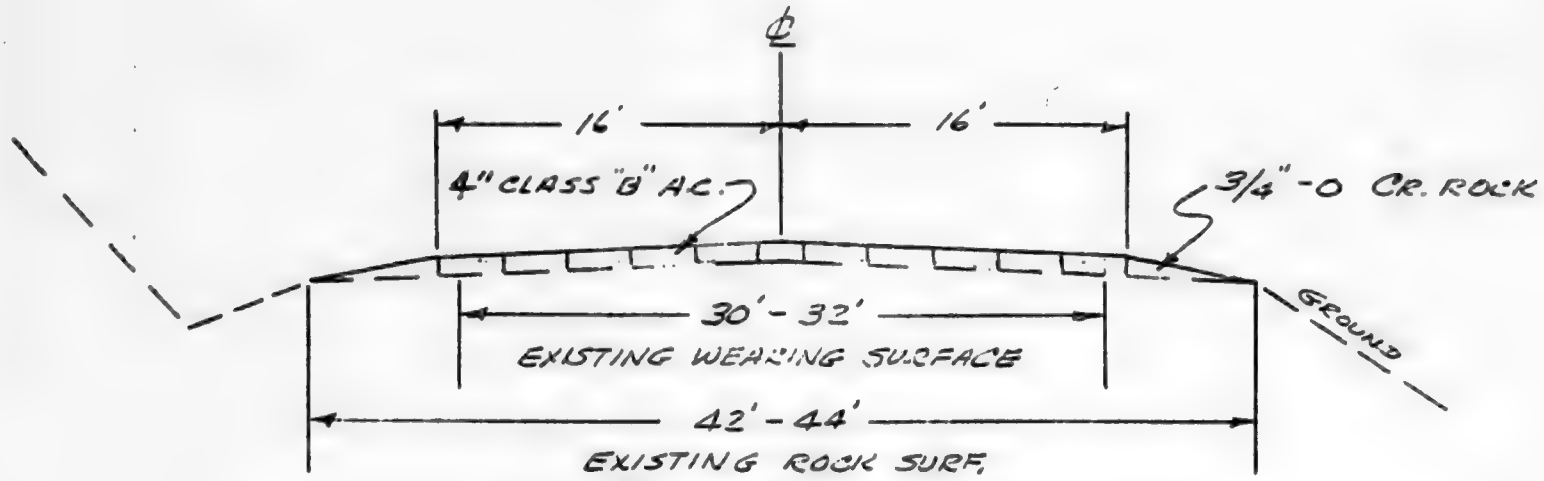
Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

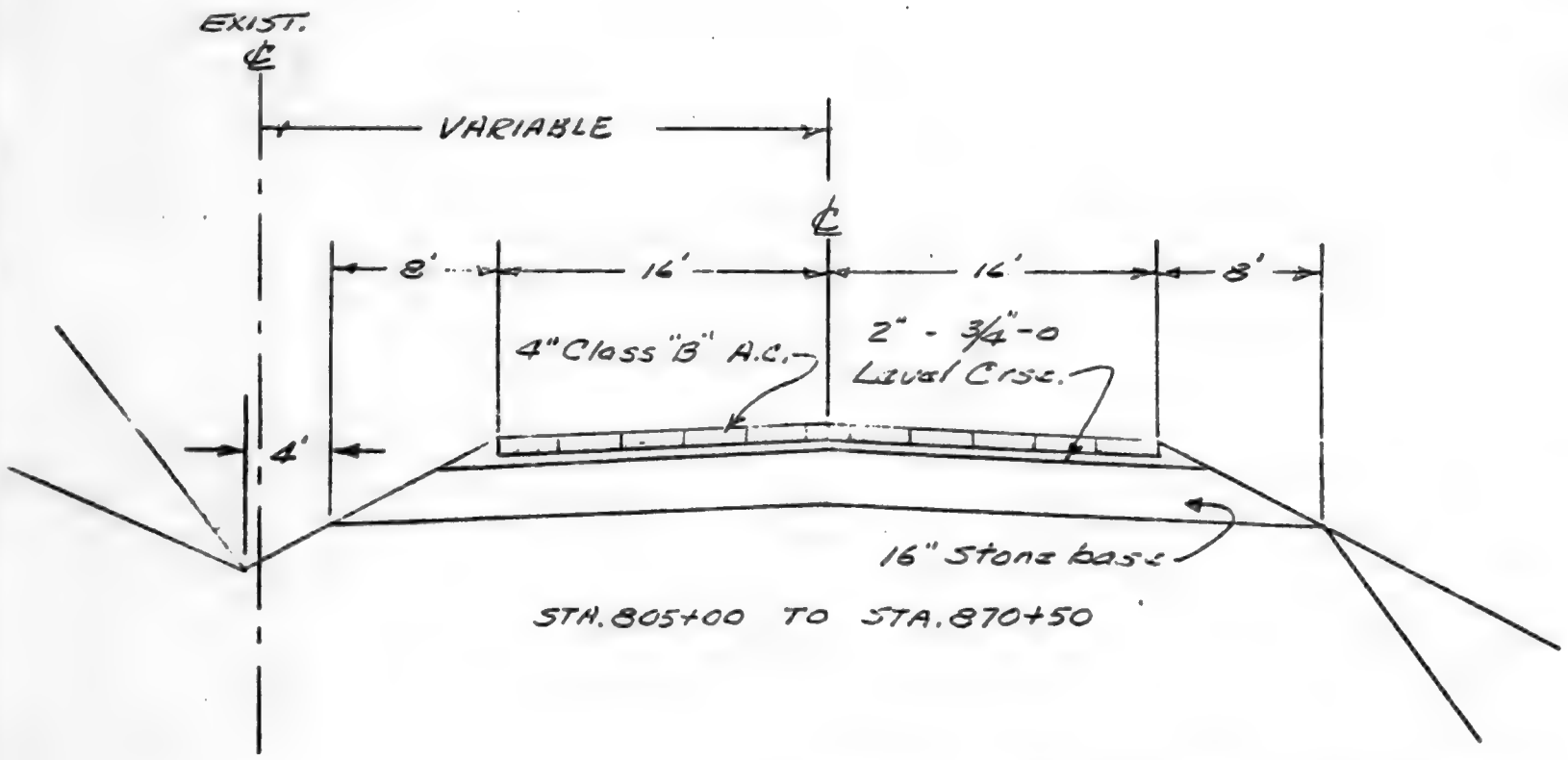
	REGION	SALEM
PRELIMINARY ENGINEERING	30,000.	34.000
RIGHT OF WAY	20,000.	20 000
TRAFFIC CONTROL	95,000.	100.000
ILLUMINATION	--	
STRUCTURES	--	
RAILROAD	--	
ROADWAY	2,341,481.	2.341 481
OTHER _____		
ENGINEERING & CONTINGENCIES	487,296.	487 296
PROJECT TOTAL	$2,973,777.	* 2.982, 777

SUBMITTED BY J.R. HAGEDORN

TYPICAL SECTIONS
2-LANE



STA. ~~476+00~~ 446 TO STA. 705+00
STA. 739+00 TO STA. 805+00
STA. 914+00 TO STA. ~~933+00~~ 996+

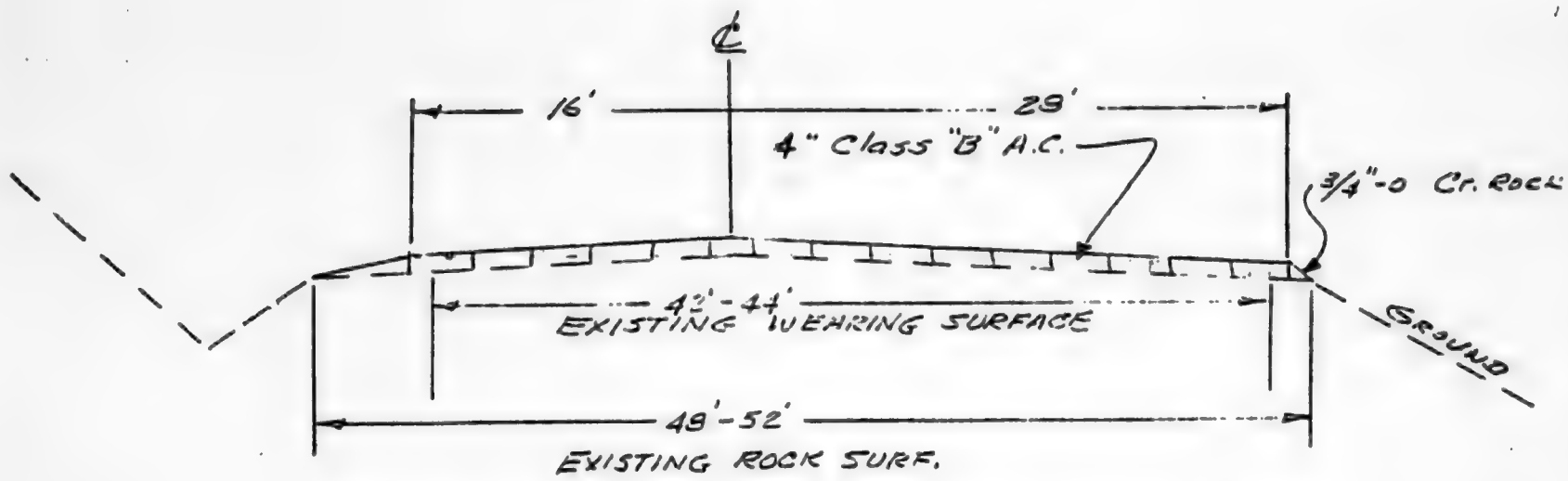


STA. 805+00 TO STA. 870+50

MORO - GRASS VALLEY SECT.
SHERMAN HIGHWAY
SHERMAN COUNTY
JAN., 1982

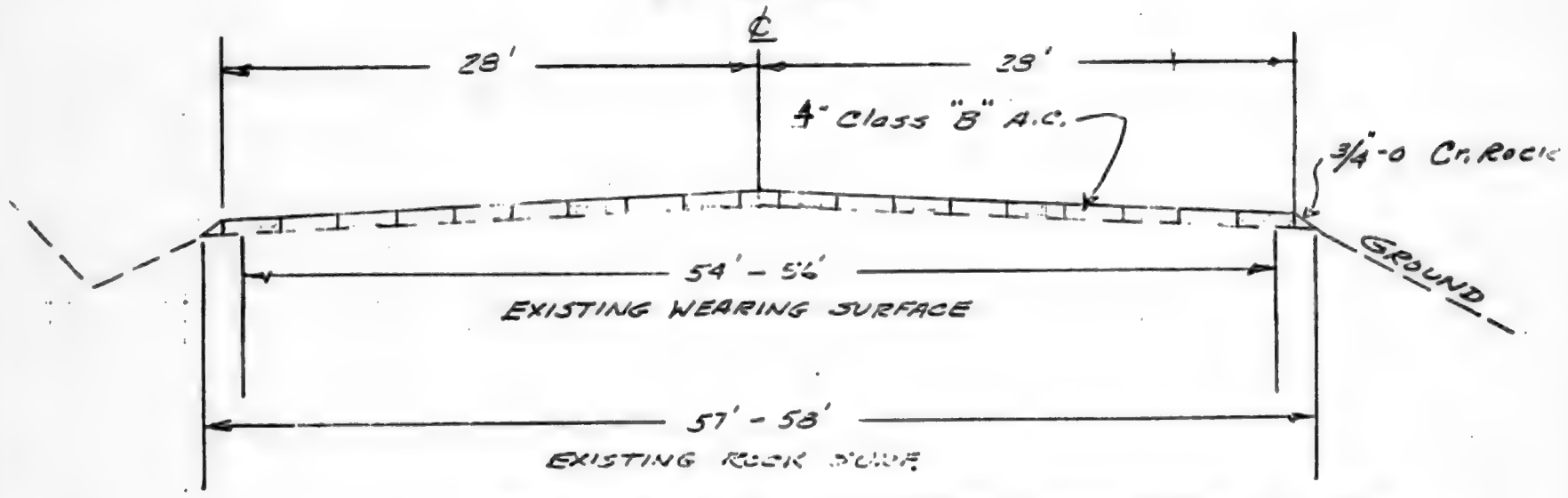
TYPICAL SECTIONS

3-LANE



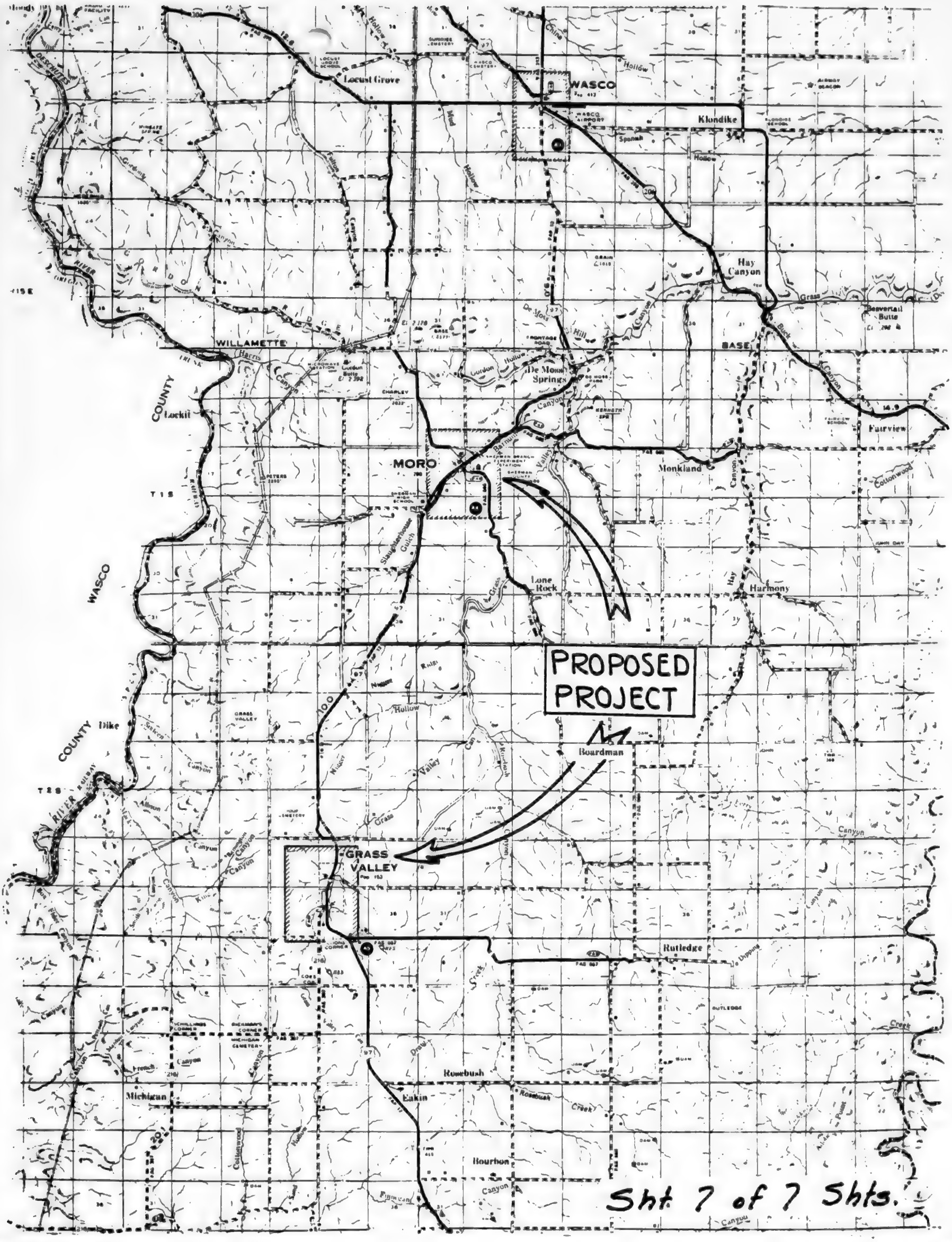
STA. 705+00	TO	STA. 710+00	TAPER FROM 2 LANE
STA. 710+00	TO	STA. 735+00	EXTRA LANE ON RIGHT
STA. 735+00	TO	STA. 739+00	TAPER TO 2 LANE
STA. 887+00	TO	STA. 891+00	TAPER FROM 4 LANE
STA. 891+00	TO	STA. 911+00	EXTRA LANE ON LEFT
STA. 911+00	TO	STA. 914+00	TAPER TO 2 LANE

4-LANE



STA. 870+50 TO STA. 875+00 TAPER FROM 2-LANE
STA. 875+00 TO STA. 897+00

MORO-GRASS VALLEY SECT.
Sht. 6 of 7 Shts.


Locust Grove
WASCO
Klondike
Hay Canyon
Beavertail Butte
WILLAMETTE
BASE
De Moss Springs
COUNTY
Lockit
MORO
Monkland
Fairview
Cottonwood
Lone Rock
Harmony
Slaughterhouse Gulch
WASCO
COUNTY Dike
PROPOSED PROJECT
Boardman
GRASS VALLEY
Rutledge
Rosebush
Eakin
Michigan
Bourbon
Sht 7 of 7 Shts.

7571

5

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage St. S.E.
Salem, Oregon 97310, Phone: 378-3732
Toll Free Number - 1-800-452-7313

H.S. COULTER

APPLICANT: OR DOT HWY DIVISION

PROJECT TITLE: Moro-Grass Valley

DATE: 2/23/82

The State has reviewed your project and reached the following conclusions:

RECEIVED
STATE HWY ENGR
FEB 24 '82
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

XX No significant conflict with the plans, policies or programs of state government have been identified and your proposal is endorsed as presented.

☐ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency (s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

Attachment

cc: Dale E. Wilken
H.S. Coulter ✓
F.E. Terpin
J.B. Boyd
J.H. Versteeg
Gary Potter
W.J. Hart
Aeronautics Division
B.L. Gifford
Reg.(4)Engr.: D.D. Allen
Dis.(9)Engr.: R.S. Hawkins

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number

OR 820125-087-2

This number should be used on all correspondence and particularly on SF 424 as required by OMB A-95.

BEN GIFFORD

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies will be submitted to you separately and must also be included.

Kay L. Wilcox
A-95 Coordinator

967
(2)

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
H.S. COULTER

In Reply Refer to
File No.:
PRO 6

January 22, 1982

TO: Executive Department
Federal Aid Coordination Unit

Mid-Columbia Economic Development Dist.
Wasco County Courthouse, Annex B
The Dalles, Oregon 97058

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 9
Section: Moro-Grass Valley
Highway: Sherman Highway US-97
County: Sherman

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be March 4, 1982.

BLG:bke
Attachments
cc: D.E. Wilken, FHWA
H.S. Coulter ✓
F.E. Terpin
J.B. Boyd (2)
J.H. Versteeg(3)
Gary Potter
W.J. Hart
Reg. 4 Engr.: D.D. Allen
Dis. 9 Engr.: R.S. Hawkins
Aeronautics Division
David Powers, Parks
B.L. Gifford

RECEIVED
STATE HWY ENGR
JAN 25 '82
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form 734-3122

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT [45 Department of Transportation	46] DIVISION [79 Highway			
03	12] APPLICANT ADDRESS STREET [45 Transportation Building	46] CITY [60 Salem		76] ZIP [80 97310	
04	12] CONTACT PERSON [45 D.E. Swan	46] AREA CODE [48 503	49] PHONE [55 378	56] EXTENSION [59 6563	
01	12] PROJECT TITLE [71 Moro - Grass Valley				
11	12] PROJECT LOCATION—CITY Sherman Highway US-97	PROJECT LOCATION—COUNTY Sherman	PROJECT LOCATION [79 SEC: T: R:		
05	SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK) The project would merely overlay 7.3 miles to preserve the wearing surface.				
06	12] [71 Another 1.3 miles would be re-graded to eliminate closely coupled vertical				
07	12] [71 curves with very poor sight distance. It is proposed that the re-grading				
08	12] [71 will be done only on the west side of the existing roadway, thereby refraining				
09	12] [71 from encroachment near improvements, and precluding adjustment of a power line.				
10	12] [71				

	AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	2,581,000	-----	347,000	-----	-----	2,928,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE [71 Title 23 USC Highways	
15	12] FEDERAL AGENCY NAME [45 U. S. Department of Transportation	46] FEDERAL SUB-AGENCY NAME [79 FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	[ ] 13	[ ] 14	[ ] 15	[ ] 16	[ ] 17	[ ] 18	[ ] 19	[ ] 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
[X] 21	[ ] 22	[ ] 23	[ ] 24	[ ] 25	[ ] 26	[ ] 27	[ ] 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?			(D) REVIEW REQUIRED by A-95		(E) ENVIRONMENTAL IMPACT		(F) HOUSING RELOCATION REQUIRED	
Yes	No	Date:	Yes	No	Yes	No	Yes	No
[X] 29	[ ] 30	January 22, 1982	[X] 31	[ ] 32	[ ] 33	[X] 34	[ ] 35	[X] 36

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42	43] DAY [44	45] YEAR [46
	March	4	1982

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: Jan. 22, 1982

VI. If project includes state funds (12C), identify agency Highway

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$_____	$_____	$_____

(c) FUNDING METHOD

	FEDERAL SHARE	STATE SHARE	TOTAL
First Year	%____ $_____	%____ $_____	%____ $_____
Second Year	%____ $_____	%____ $_____	%____ $_____
Third Year	%____ $_____	%____ $_____	%____ $_____

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number _____

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 2 Project of Categorical Exclusion according to the new environmental quality guidelines.

F-12(-)

EGON STATE HIGHWAY DIVISION
PROJECT CLASSIFICATION

A. Project Identification:

Date January 20, 1982

Section Moro-Grass Valley
City --
Hwy. No. 42
Highway Sherman
Begin M.P. 18.57
Length 8.65
County Sherman
Program Estimate $2,928,000.
Region 4
Funding Source FAP

B. Purpose, Need, and Description of Project (Describe Alternatives):

The project would merely overlay 7.3 miles to preserve the wearing surface. Another 1.3 miles would be re-graded to eliminate closely coupled vertical curves with very poor sight distance. It is proposed that the re-grading will be done only on the west side of the existing roadway, thereby refraining from encroachment near improvements, and precluding adjustment of a power line.

C. Recommended Project Classification:

Project Class		Documentation	Other Documentation
_____	I	Draft and Final EIS	____ Wetlands Finding/Analysis
X	II	Categorical Exclusion	____ Endangered Species List
_____	III	Environmental Assessment	____ Biologic Assessment
			____ Cultural Resources Survey
			____ Section 106 Procedures
			____ Section 4(f) Evaluation
			____ Noise Study Report
			____ Indirect Source Construction Permit

Basis for Recommended Classification:

In accordance with 23 CFR 771.115, this project is a categorical exclusion--lanes are not being added nor are there any foreseeable significant environmental impacts.

D. Descriptions:

	Existing Facility	Proposed Facility
Number of Traffic Lanes	2	2
Median (Yes/No)	No	No
Shoulders (Yes/No, Paved/Gravel)	Yes, paved	Yes, paved
Average Daily Traffic (Volume and Year)	1700 - 1979	
Alignment (New, Combined, Existing)		Comb.
Speeds (Posted and Estimated)	55-65	55-65

E. Preliminary Identification of Environmental Impacts:

1. Estimated Right-of-Way Impacts:

Acres	8
Estimated Number of Parcels	2
Residential Relocation (No.)	none
Business Relocation (No.)	none

Describe:

R/W will be acquired only from the west side of the existing roadway. Width from zero to approximately 110 feet, for a distance of approximately 7,500 lin. ft.

2. Estimated Impact on Land Use:

Will eliminate approximately 8 acres of wheatland.

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety:

Will enhance safety by eliminating poor stopping and passing sight distance and providing a wider roadbed in the 1.3 mile grading area.

4. Estimated Impact on Rivers, Streams, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:

None

5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:

None

6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:

Name of Preparer and Phone Number: J.R. HAGEDORN 388-6185

(Attach Project Location Map)

(10-14-81)

STATE OF OREGON

STATE HIGHWAY DEPARTMENT

PLANS FOR PROPOSED PROJECT

GRADING - PAYING

MORO-GRASS VALLEY SECTION

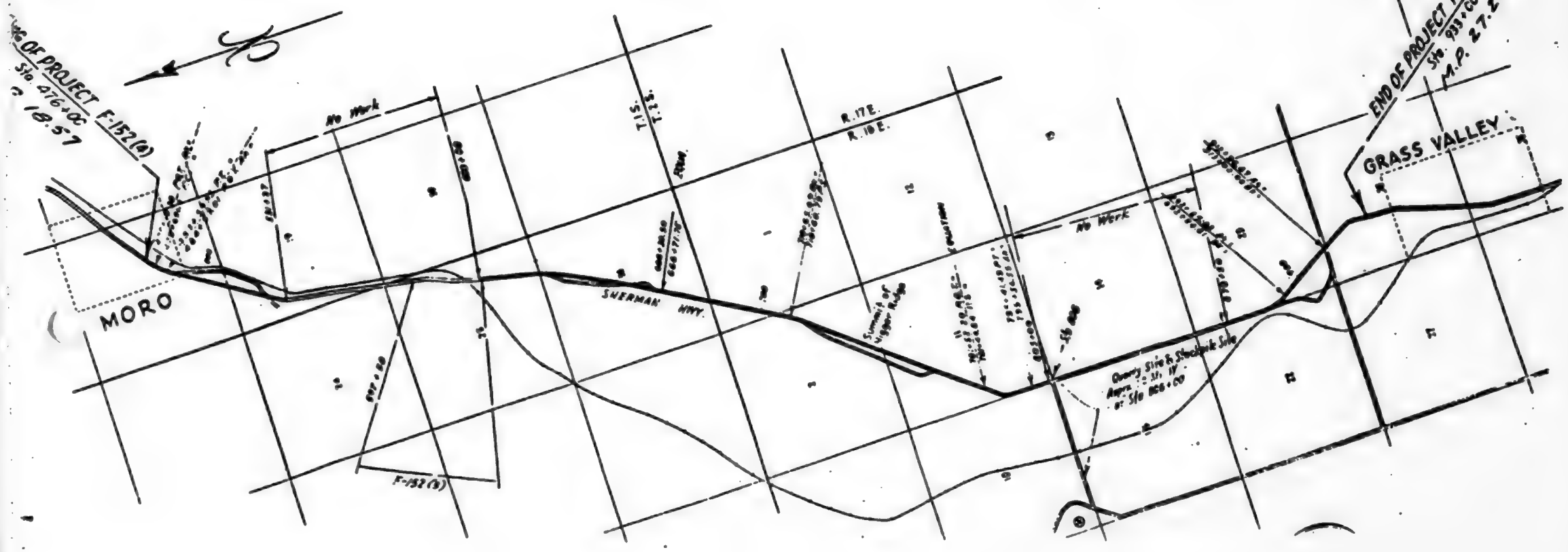
SHERMAN HIGHWAY

SHERMAN COUNTY

SEPT., 1955

Readv. Nov., 1955

RECEIVED
SEP 9 1957
OFFICE OF
DIVISION ENGINEER
DIST. OFFICE



Date: June 8, 1983 PRO 6-2

To: Executive Department
Federal-Aid Coordination Unit

From: Gary A. Potter, Manager
Program Section

Subject: Federal-Aid Funding Application

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for Federal-Aid funding of the following:

Item No.	Project No.	Section Name & PNRS No.
20049	F-12(4)	Moro-Grass Valley PNRS OR 820125-087-2

DRH:bks
Enc.
cc: Dale E. Wilken, FHWA

Date: June 8, 1983

PRO 6-2

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Program Data Submission
Item No. 20049
Project No. F-12(4)
Moro-Grass Valley Section
Sherman County

Attached data consists of PR-1 forms with project maps.

It is the Oregon State Highway Division's present intention to receive bids for this project on July 14, 1983 and request Federal-Aid participation of 100 percent for reimbursement claims paid on or before September 30, 1984, in accordance with Pub. L. 97-424, Sec. 145.

A copy of the State Clearinghouse A-95 conclusions was previously forwarded.

DRH:bks
Attachments
cc: D.D. Allen (Region 4)
General Files

Budget Bureau No. 41-R2067; Approval E

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

U.S. DEPARTM BUREAU

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

June 8, 1983

CARD 2 — REPORT NUMBER (10)(20) —

PROJECT LOCATION (45 typewriter spaces) (21 … 66): US 97, Moro to S.W. 10.42 Mi.

ADT — PRESENT: 1,500 — FUTURE: ---- — YEAR: ---- (70)(71)(72)

REGION: 10

STATE NAME: Oregon — STATE CODE: 41 (21)

CARD 3 — CHARACTER OF PROPOSED WORK (35 typewriter spaces) (26 … 62): Gr., Dr. & H-T Pave (3R)

NATL. FOREST (63)(65) — 7¼ ROUTE NO. (66)(69) — SUPV AREA (69)(70) — DA CLASSIF. (70) — DA AREA (71)(72) — EMERG. YR. (72)(73) — PL. AUTH YR (74)(75)

PROJECT NUMBER — PREFIX LETTER (S) (14): F- — NUMBER (28): 12 — SEQ. NO. (7): (4)

CARD 4 — CLASS OF FEDERAL FUNDS: Consolidated Primary

NAME OF URBAN AREA (17-31): ----

COUNTY NAME: Sherman — CODE (14)(15): 055

ROUTE NO. P — FEDERAL-AID (32): 12 — STATE (36)(37): 42 — U.S. (41): 97

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (88.15%)	STATE FUNDS	OTHER FUNDS	CHA PRO (Pu
	(1)(4)(5)	(16)	41	42	43 … 46	53		(54) (56)	(60) … (65)	(67) … (76)			
5					PE								
5					ROW								
5					CONST (CODE) I000		"Moro-Grass Valley Section"	10.827	2,482,000	(010) 2,187,880	(01L) 294,120		
								10.827	2,482,000	2,187,880	294,120		

(16) (23)(24) (33)

CARD 1 — CODE 1 — PREPARED BY: DRH — PROJECT TOTALS

1 — 14 — PROGRAM APPROVAL DATES: 9-25-81, 3-1-83

REMARKS

Additional Data: Item No. 20049; Projec
Nos. F-12(3) & (5).

USCOMM DU

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

NO.

D.

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

June 8, 1983

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
US 97, Moro to S.W. 10.42 Mi.	ADT	1,500	----	----	10	Oregon	41	010 01L	20049

PROPOSED WORK (35 typewriter	NATL. FOREST	FW ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
& H-T Pave (3R)								F-	12	(4)		

FUNDS	COUNTY NAME	CODE	PROGRAM STAGE
Consolidated Primary	Sherman	055	1 OR 2

AREA	ROUTE NO.	FEDERAL-AID	STATE	U.S.
----	P	12	42	97

CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (88.15%)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	PE								
	ROW								
	CONST (CODE) I000		"Moro-Grass Valley Section"			(010)	(01L)		
				10.827	2,482,000	2,187,880	294,120		
			PROJECT TOTALS	10.827	2,482,000	2,187,880	294,120		

PREPARED BY: DRH

PROGRAM APPROVAL DATES: 9-25-81, 3-1-83

REMARKS

Additional Data: Item No. 20049; Project Nos. F-12(3) & (5).

-over

USCOMM DUSCOMM-DC 40808-P61

Moro-Grass Valley Section

Remarks continued:

Project Data: Work under this project consists of 1) Overlay with H-T pave and shoulder improvement; 2) M.P. 24.39 to M.P. 26.45 construct on modified alignment a basic two lane (2-12' travel lanes with 6' shoulders) roadway with climbing lanes where specified requiring grade drain and H-T pave; 3) utility adjustments as required and 4) incidental work common to this type of project.

Note: 1) This project is in Congressional District No. 2.
2) Included in 6 Yr. HIP on page 18 index 412.

rn

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: F-12(4)

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 20049

2A. COUNTY NAME: Sherman

6. TO:

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 7/6/83

8. FEDERAL ROUTE NUMBER: Primary 12

9. STATE ROUTE NUMBER: Primary 42

10. GENERAL LOCATION:

Moro - Grass Valley Section

11. GENERAL DESCRIPTION OF WORK

Grade, drain, and pave

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Mr. Potter's 7/5/83 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $2,511,877. Regular Federal-aid matching ratio, appropriation code 010 $2,214,219 and increased Federal share (P.L. 97-424 Section 145) appropriation code OIL in amount of $297,658.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
JUL 15 '83
REFER TO
Potter
FOR

Info	Invest	R/D	D/R	Sign	Act	File

PROGRAM SECTION
MANAGER _____ PROJECT UNIT _____
MAN./ASST. _____ PROGRAM UNIT _____
REFER TO _____
FOR _____

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
7/6/83	G. K. Hansen	for Division Administrator

FORM FR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2,2A	Typical Sections
2B	Details
2C	Summary of Prospective Material Source
2D,2D-2,2D-3,	Stage Construction, Temporary Protection And Direction Of Traffic
2E	Pipe Data
3-9 Incl.	Plan & Profile

Drg. Nos.
5-1,5-5,5-6, 5-12,2126,2201 } Temporary Protection And Direction Of Traffic
2050 - Multi-Layer Pvmt. Const.
2077B - Approach
2085 - Fence
2091B,2112,2121 - Pipe Installation
2105 - Concrete Inlets
2182 - Rounding Cutbanks
2126, 2126A, 2126B, 2126D, 3257 } Guard Rail
2129 - Delineators
2136 - Mailbox Supports

STATE OF

DEPARTMENT OF TI

STATE HIGHWA

PLANS FOR PROPO

GRADING &

MORO – GRASS

SHERMAN H

SHERMAN C

JULY, 1

Sketch Map
Scale 0 1 2 Miles

16V-185

TE OF OREGON

Overall Length Of Project - 10.83 Miles

MORO-GRASS VALLEY SEC. SHERMAN HIGHWAY SHERMAN COUNTY				SHEET No. 1
FED ROAD Dv. No	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	F-12(4)		See Index

T OF TRANSPORTATION

HIGHWAY DIVISION

FOR PROPOSED PROJECT

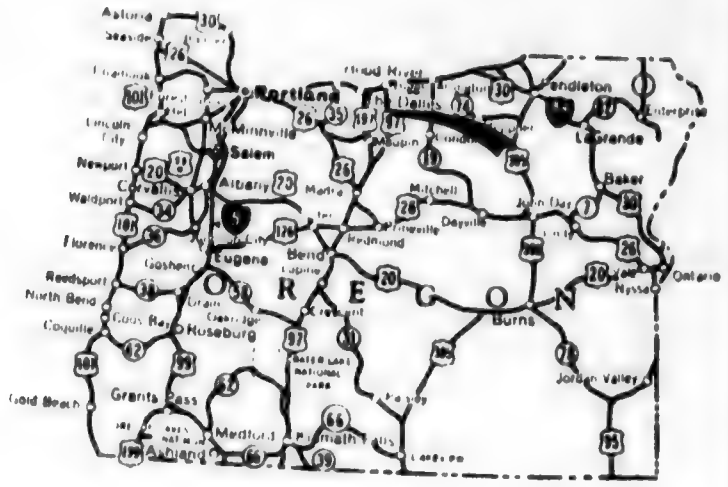
ADING & PAVING

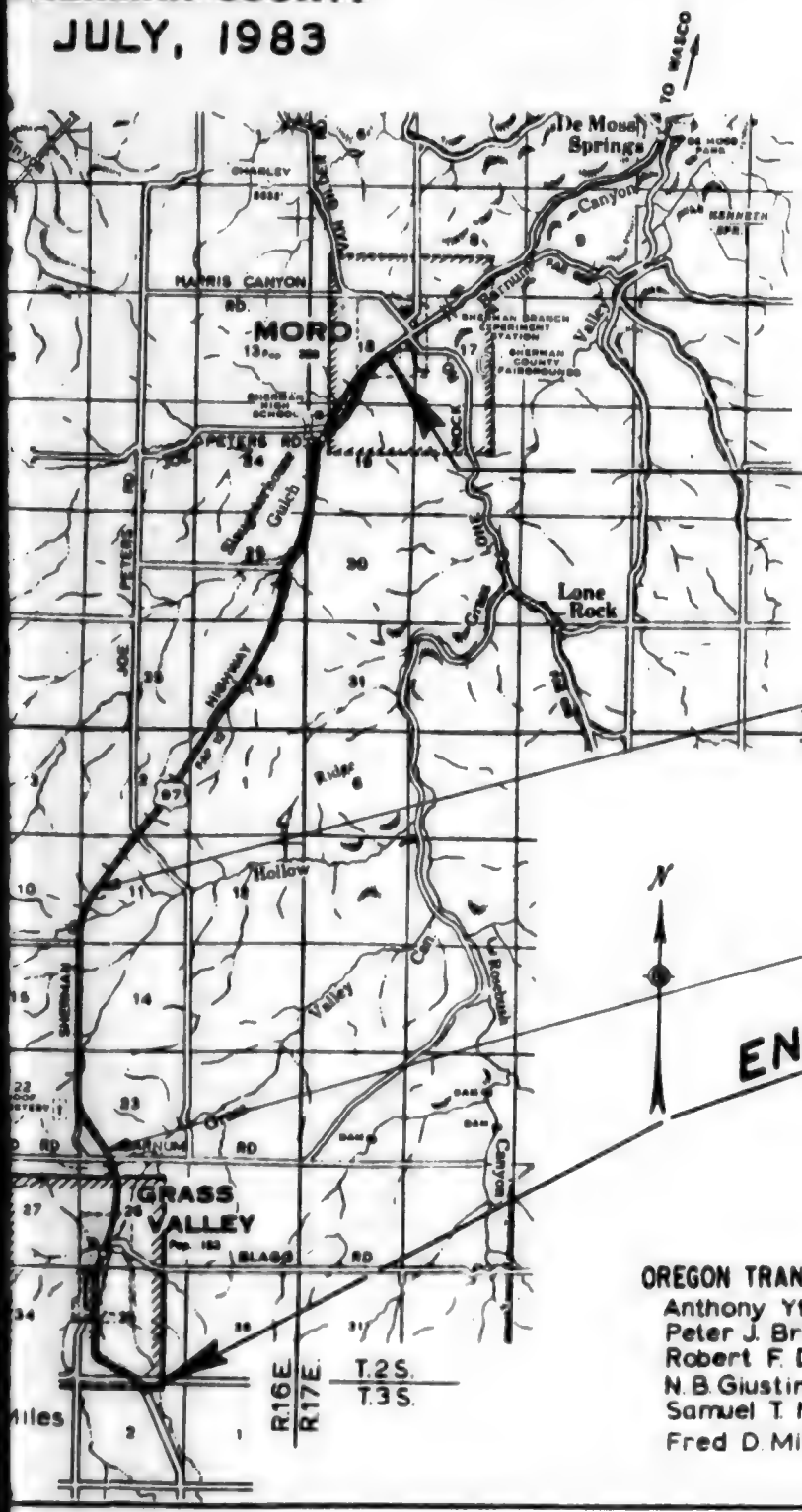
GRASS VALLEY SEC.

ERMAN HIGHWAY

SHERMAN COUNTY

JULY, 1983





BEGINNING OF PROJECT F-12(4)
Sta. 476+30 (M.P. 18.57)

Overlay & Widening

Sta. 781+25 (M.P. 24.35)

New Construction

Sta. 892+64.75 (M.P. 26.45)

Overlay & Widening

END OF PROJECT F-12(4)
Sta. 1048+18 (M.P. 29.40)

REGISTERED PROFESSIONAL ENGINEER 4478 OREGON OCT 30 1980 H. S. COULTER

REGISTERED PROFESSIONAL ENGINEER 4998 OREGON MAY 19, 1980 EDGAR S. HUNTER

H S Coulter — STATE HIGHWAY ENGINEER

E S Hunter — ASSISTANT STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

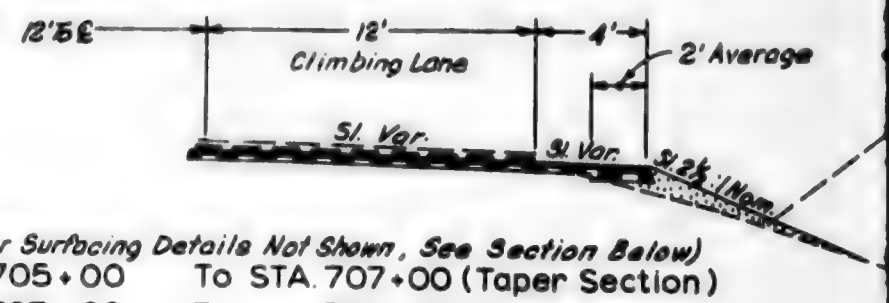
Anthony Yturri	CHAIRMAN
Peter J. Brix	VICE CHAIRMAN
Robert F. Dwyer	COMMISSIONER
N. B. Giustina	COMMISSIONER
Samuel T. Naito	COMMISSIONER
Fred D. Miller	DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED: D. K. Hansen — JUL 6 1983

FIELD OPERATIONS ENGINEER — DATE

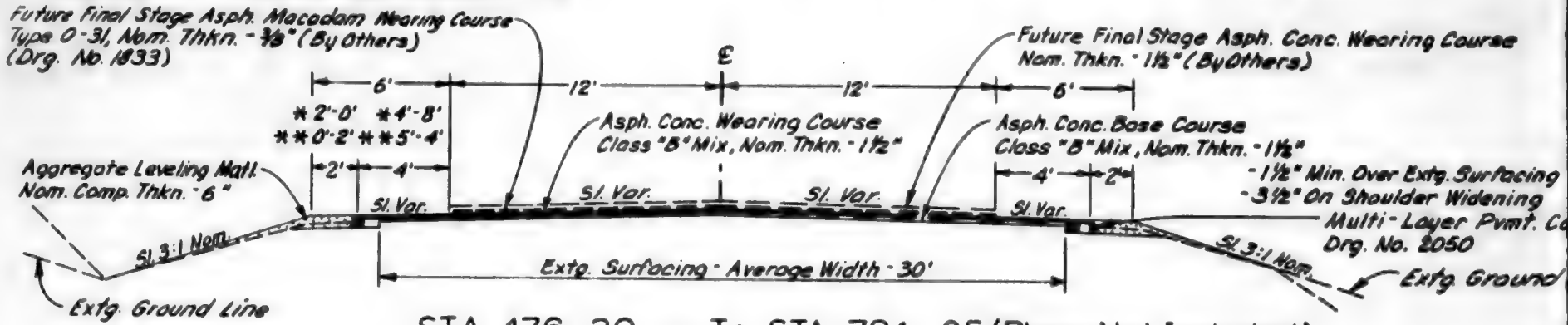
T Y P I C A L S E



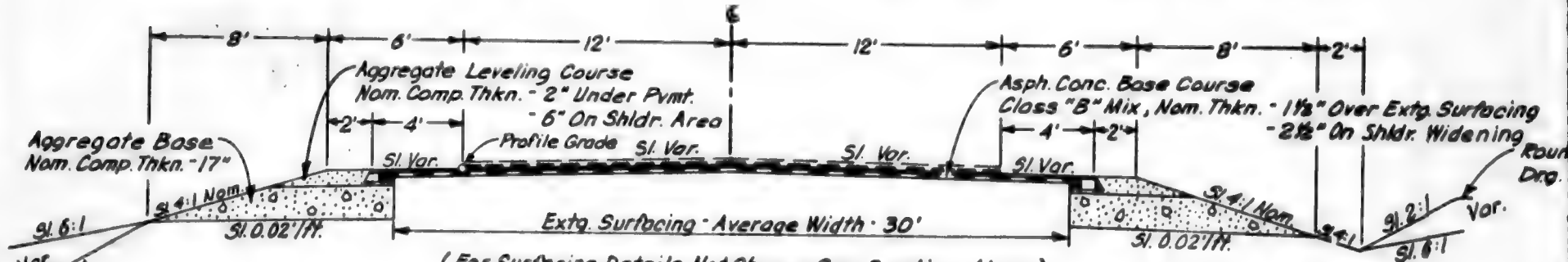
(For Surfacing Details Not Shown, See Section Below)

STA. 705+00 To STA. 707+00 (Taper Section)
707+00 To 735+00 Rt.
735+00 To 739+00 (Taper Section)
892+64.75 To 910+00 Lt.
910+00 To 914+00 (Taper Section)

* Sta. 930+00 To Sta. 936+00 (Taper Section) Lt. & Rt.
** 970+50 To 973+50 (Taper Section) Lt. & Rt.



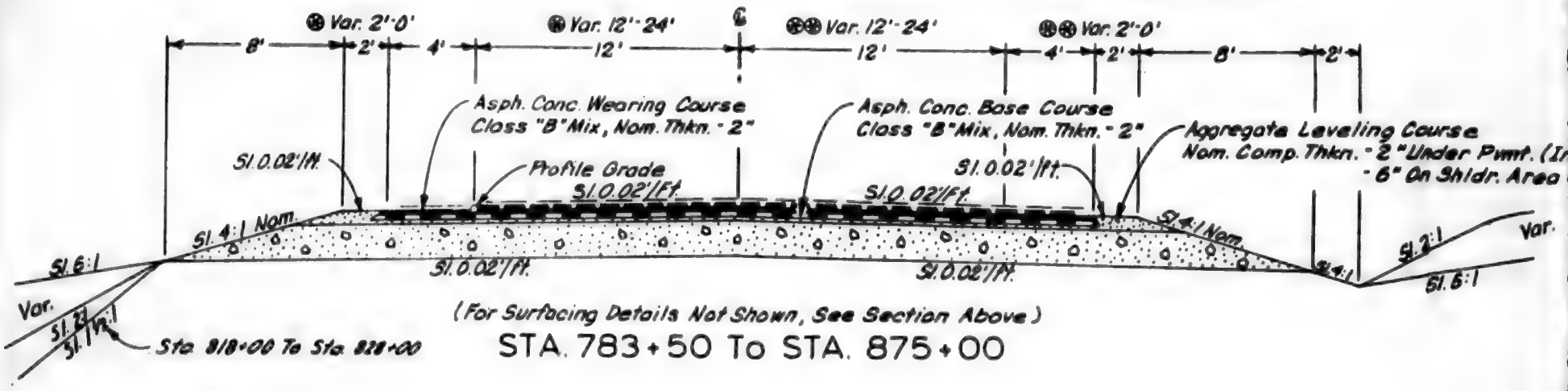
STA. 476+30 To STA. 781+25 (Plans Not Included)
892+64.75 To 936+00 (Plans Not Included)
970+50 To 1048+18 (Plans Not Included)



(For Surfacing Details Not Shown, See Section Above)

STA. 781+25 To STA. 783+50

⊛ Sta. 870+00 To Sta. 875+00 (Taper Section) Lt.
⊛⊛ Sta. 871+00 To Sta. 875+00 (Taper Section) Rt.



(For Surfacing Details Not Shown, See Section Above)

STA. 783+50 To STA. 875+00

R/W Mon. Nos. 18-16-7, 78-16-16, 78-33-1, 78-33-2, 78-33-3, 68-3-2, 68-16-2 & 1R-5-782

Mann, Wolfe, Metzel

16V-185

S E C T I O N S

MORO-GRASS VALLEY SEC. SHERMAN HIGHWAY SHERMAN COUNTY				SHEET No. 2
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	F-12(4)		See Index

2' Average

Sl. 2½:1 Nom.

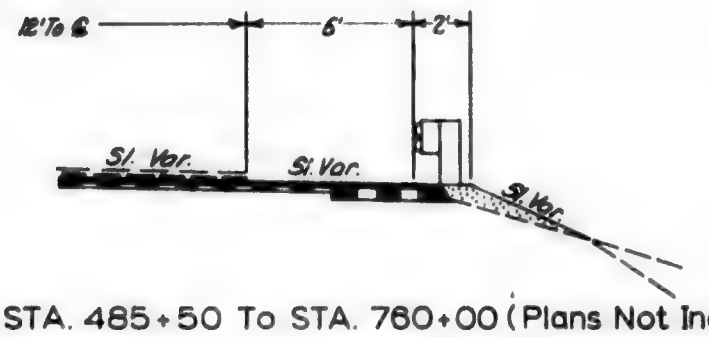
low)
ion)

ion)

ion)

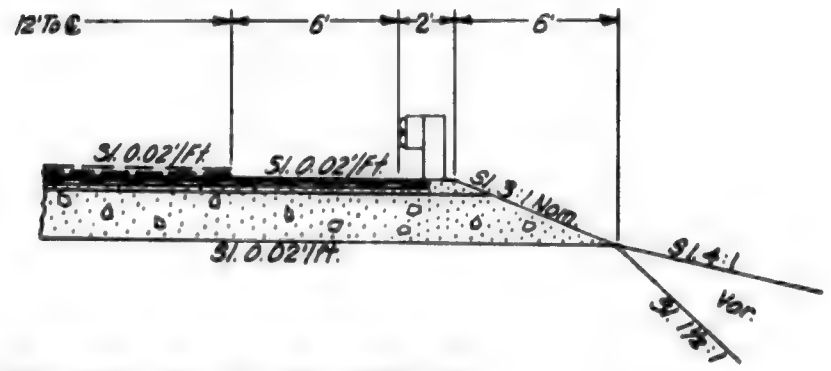
aring Course

ver Exfg. Surfacing
oulder Widening
lti-Layer Pvmt. Const.
No. 2050
Exfg. Ground Line



STA. 485+50 To STA. 760+00 (Plans Not Included)
(For Locations, See Table, Sht. 28)

r Exfg. Surfacing
Shldr. Widening
Round Cut Banks
Drg. No. 2122
Sl. 2:1
Var.
Sl. 6:1



STA. 816+00 To STA. 829+00
(For Locations, See Plan Sht's 4 & 5)

(For Surfacing Details Not Shown, See Sections Left.)

PAVING DETAIL AT GUARD RAIL LOCATIONS

ing Course
2" Under Pvmt. (Incl. Prime Coat)
6" On Shldr. Area
Sl. 2:1
Var.
Sl. 6:1

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 9, 1983

In Reply Refer to
File No.:
PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Concurrence of Award

Confirmation of your tentative concurrence as of August 4, 1983 is requested in the award of contract for the Moro-Grass Valley Section, Project No. F-12(4).

The contractor receiving the award is Ameada Mining and Construction Company, in the amount of $1,945,035.00 with Contract No. 9694 assigned. This bid was received on July 28, 1983 and awarded on August 4, 1983.

All right-of-way or rights-of-entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by FHPM 6-4-1-6 of the Federal Aid Highway Program Manual, and it will be retained in a permanent project file.

We have complied with Minority Business Enterprise requirements for Women and Minorities that are required for this contract.

All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Federal Highway Administration endorsement

Date AUG 12 1983
I concur in the award.

for D. K. Hoerner
Dale E. Wilken
Division Administrator

DAR:pf

PROGRAM SECTION
MANAGER _____ PROJECT UNIT _____
AUG 15 1983
MAN. ASSIST. _____ PROGRAM UNIT _____
ADMIN. ASST. TO _____

Form 734-3122

9671

August 19, 1983

PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
D. E. SWAN

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Moro-Grass Valley Section
Project No. F-12(4)

It has been determined that it is cost effective to do the listed non-bid items of work by "Force Account" and "extra work".

Previously, these items were justified as being in the "public interest". Documenting justification reaffirming that doing these items in this manner is cost effective, is being prepared and will be submitted for your review and approval in the near future.

Your concurrence and authorization to proceed with the listed items on this project is requested.

Permanent Pavement Striping	$12,200
Temporary Pavement Striping	3,300
Temporary Erosion Control	1,000

DAR:pf

cc: Bob Church
H. A. Mitzel

Form E-372 (Rev. 10-66)

F-12(4)

OREGON STATE HIGHWAY DEPARTMENT

PROGRAM SECTION
MANAGER _____ PROJECT UNIT _____
MAY 21 1984
DIST. _____ PROGRAM UNIT _____
REFER TO _____
FOR _____

Expected Overrun of Project Authorization

Project Moro - Grass Valley Date April 23, 1984

Highway Sherman Contract No. 9694

County Sherman Kind of Work Grading & Paving Contractor Ameada Mining and Construction Company

	Authorized	Estimated	
Contract Amount	1,945,035.00	2,181,385.00	+ 12.15%
Anticipated Items	31,300.00	31,300.00	0.00%
Contingency (4½%)	88,935.08	88,935.08	0.00%
Engineering	158,106.80	~~177,014.80~~ 177,056.80	+ 11.96%
Credits			
PROJECT COST	2,223,376.88	~~2,478,634.88~~ 2,478,676.88	+11.48%
NET INCREASE $		~~255,258.00~~ 255,300.00	

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)	Expected Amount	Net Change
(C) Aggregate Bases (Bottom & Leveling)	302,000.00	+ 4,600.00
(U) Excavating Soft Areas (Labor & Equip.)	7,500.00	+ 7,500.00
The above two (2) items are for the excavating and backfilling of soft spots in grade.		
(C) Class "B" A. C.	605,000.00	+ 115,500.00
(C) Asphalt Cement in Mixture	544,500.00	+ 103,950.00
(C) Asphalt in Tack Coat	17,600.00	+ 4,800.00
The above three (3) items are for the patching and leveling of the existing pavement.		
(C) Engineering	177,014.80	+ 18,908.00

APPROVED BY
OREGON TRANSPORTATION COMMISSION
DATE 5-15-84

Principal reasons for overruns (Continue on reverse side): Expected overrun due to the necessity to dig out areas in the roadway where mud is pumping and to backfill these areas with aggregate. Also requires additional A. C. for leveling and strenghtening weak, rutted areas. There has been considerable surface deterioration since the project was originally prepared for contract.

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by W. Reid Meritt
W. Reid Meritt
Project Manager

Confirmed by _____
Division Engineer

Noted by J. Mackmond
for Construction and Bridge Engineer

Noted by _____
for Deputy and State Highway Engineer

DS 5-18-84

RP-28709-784

ORDER FOR FORCE WOR.

F

ORDER No. 4

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WORK TO BE DONE BY State Forces (State Forces or Utility, Railroad, Local Government Unit, etc.—by name) CONTRACT No. 9694

PROJECT NAME Moro - Grass Valley DATE April 4, 19 85

HIGHWAY Sherman FAP No. F-12(4)

COUNTY Sherman PREFIX 028-1059 FUNCTION 220-04

DESCRIPTION OF WORK TO BE DONE:

Widening existing roadbed for guard rail flare and flattening of embankment slopes and other related grading and surfacing work as required.
Removal of guard rail and construction of guard rail flares as required.

LOCATION BY STATION NUMBERS:

Stations 484+00 (M.P. 18.7) to Station 494+00 (M.P. 18.9)

ESTIMATE OF QUANTITIES & COSTS:

Effective date of authorization for work 5-1-85 DAC

Labor, Materials and Equipment.....$ 6,000.00

EXPLANATION:

This work requires flattening of fill slope and building guard rail flare to facilitate shortening the length of run of guard rail to improve sight distant from a county road(old highway) connection.

Prepare a separate order for each type of force work. Submit the original as indicated below:

CONTRACT PROJECTS AND MISC: Submit original through channels to Construction Engineer in Salem. After approval copies will be sent to the Region Engineer, Resident Engineer and Highway Accounting.

TITLE II PROJECTS NOT UNDER CONTRACT: Submit original through channels to Traffic Engineer in Salem. After approval two copies will be sent to the Region Engineer and one copy to Highway Accounting.

CONTRACT PROJECTS ONLY:

Project Authorization . . . . . $ 2,478,676.88

Present estimate of costs including work under this Force Order . . . . . $ 2,522,000.00

Estimated Overrun ~~Underrun~~ Amount . . . . . $ 43,323.12

Estimated Overrun ~~Underrun~~ Percent 2

SUBMITTED BY: H. Reid Merritt

TITLE: Project Manager

APPROVAL RECOMMENDED: _____

TITLE: _____

APPROVAL RECOMMENDED: _____

TITLE: _____

APPROVAL RECOMMENDED: _____ Region Engineer

APPROVED: _____ Construction or Traffic Engineer

660 -T

DO NOT USE THIS FORM FOR FORCE ACCOUNT (EXTRA WORK) BY CONTRACTORS OR SUBCONTRACTORS ON CONTRACT PROJECTS.

Form 734-1106 (Rev. 1-79)

OREGON STATE HIGHWAY DIVISION

CERTIFICATION OF FORCE ORDER COMPLETION

PROJECT Moro-Grass Valley

STATE/COUNTY/CITY FORCE ORDER NO. 1

HIGHWAY Sherman

CONTRACT NO. 9697

COUNTY Sherman

F.A. NO. F-12(4)

DESCRIPTION OF WORK Pavement Pavement Striping

PREFIX: 28-1059

DATE WORK STARTED 10-22-84

DATE WORK COMPLETED 5-14-85

I hereby certify that all work under the above order was performed as authorized.

Date 5-14-85

Ernest W. Reynolds
SIGNATURE

T.L.M.S.
TITLE

cc: Traffic
Program Management ✓
Contract Payments
Region ___ Engineer

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
MAY 28 1985
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

Gary Potter

PROJECT INSPECTION REPORT

Oregon Department of Transportation
HIGHWAY DIVISION

Intermediate ☐
Final ☒

Project Name: Moro--Grass Valley				Contract No.: 9694
Highway: Sherman			County: Sherman	Prefix No.: 28-1059
Contract Time Elapsed %	Contract Work Completed %	Contract Work Quality	Contract Work Progress	F.A. Project No.: F-12(4)
Inspection date: May 20, 1985		By: Steve Macnab		
In company with: Reid Meritt, Dave Carter, Chet Anderson, Art Steele				

REMARKS
(Scope of inspection, Findings, Recommendations, Instructions, etc.)

This is the final inspection on the subject project. The contract called for overlaying the north half of the section and realigning and paving the south half. The final inspection was deferred until this time to review pavement placed by the contractor under Price Agreement after the paving cut-off dates in the contract. Under that Price Agreement, the contractor was held responsible for any winter damage to the section paved late in the year.

In reviewing the pavement, we saw no significant difference between the pavement placed prior to the cut off or that placed afterwards, with the exception of several patches. These patches were required to feather some low spots from the paving operation. Because of the thin nature of the patch and the cold weather, significant portions have been lost. Under the Price Agreement, the contractor is responsible for repairing these sections.

Approximately the first of August, State Forces will place a chip seal over the entire section. This work has been verbally approved by Dave Carter as a participating item, including the use of Styrelf asphalt emulsion. It is desirable to have the patching work, which the contractor is responsible for, done just prior to the chip seal to ensure the integrity of the patch. For this reason, it is in the public interest to have the patches repaired by State Forces. Reid Meritt was instructed to contact the Contractor to see if she has any strong objections to this course. If not, he will determine an appropriate price reduction and write a Force Order to have the work done by District 9 crews.

(USE ADDITIONAL SHEETS AS REQUIRED)

FINAL INSPECTION CHECKLIST

_____ Date opened to traffic or in operation
_____ Date of Second Notification
_____ Date Contractor's notice for semi-final inspection received
_____ Date Contractor removed equipment, plant, etc.
_____ Estimated submittal date of semi-final estimate
_____ Recommended acceptance date of completed contract work

Original to: Construction Engineer
Copy to: Region Engineer
District Engineer
Resident Engineer
Project Mgt. (Final Only)
FHWA (Final F.A. Only)
Project Engineer (If Applicable)

Signed Stephen H Macnab

Title Region Operations Engineer

Other items reviewed included reconstruction of the guard rail at the Sherman High School entrance immediately south of Moro. This reconstruction was done by State Forces under a Force Order approved earlier this year. Construction of the guard rail by the contractor significantly reduced sight distance at the road connection. State Forces removed approximately 200' of guard rail and flattened the slopes off the shoulder to produce a safer road crossing condition. This work was done in an acceptable manner.

A significant number of the flexible Carsonite-type sight posts have worked their way loose and are lying on the ground. Since their installation, maintenance has had a continual problem of resetting these devices. Carsonite has provided an anchor which attaches to the base of the sight posts. These will be installed by State Forces and the sight posts, reset. The apparent reason for the problem is that the contractor was forced to auger a hole for the posts because of the coarse base material encountered. As a result, the backfill material was loose and did not provide a positive anchor for the posts. On future projects, if the option is given to auger, the clip-on anchor should be required and paid by the contractor.

The last item of significance is the southbound passing lane located approximately one-and-a-half miles north of Grass Valley. This is an extremely short passing lane which is partially obscured by the vertical alignment. In addition, the improved alighment to the north results in higher vehicle speeds. The result of these two features is a reduced opportunity for a passing maneuver. In order to adequately provide a passing opportunity, the passing lane should be extended to the north. However, this will require an additional expenditure which we collectively felt was not cost effective, since the passing opportunity was no longer needed at this location. The inspection group felt it highly desirable to eliminate the passing lane through restriping after the chip seal, if this could be accomplished in a reasonable manner. Removal of pavement to reduce the width of the section was not favored as a method to eliminate the travel lane. John Holcomb and I will review the section to determine if it can be restriped effectively to eliminate tne passing lane.

In general, the contract work was done in accordance with the Standard Specifications and Contract Plans and acceptance of the project is recommended.

ORDER FOR FORCE WORK

ORDER No. 5

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WORK TO BE DONE BY State Forces (State Forces or Utility, Railroad, Local Government Unit, etc.—by name) CONTRACT No. 9694

PROJECT NAME Moro - Grass Valley DATE July 12, 1985

HIGHWAY Sherman FAP No. F - 12 (4)

COUNTY Sherman PREFIX 28 - 1059 FUNCTION 240 - 05

DESCRIPTION OF WORK TO BE DONE:

Repair and correct deficiencies in paved surface.
Place Type 0-31 Asphalt Macadam Wearing course over asphalt concrete pavement.

LOCATION BY STATION NUMBERS:

Station 476+30 (M.P. 18.57) to station 1048+18 (M.P. 29.40)

Effective date of authorization for work 5-20-85

ESTIMATE OF QUANTITIES & COSTS:

Materials - 323 tons Emulsified Asphalt	$91,280.00
1,575 C.Y. 1/4-10 Aggregate	15,750.00
25 tons A.C. mix	550.00
Equipment-	5,430.00
Labor -	9,950.00
	$123,500.00

EXPLANATION:

Corrective work on asphalt concrete pavement prior to sealing as provided in Section 105.12, Standard Specifications, 1974.
Placement of this wearing course included on project typical section as future work by others.

Prepare a separate order for each type of force work. Submit the original as indicated below:

CONTRACT PROJECTS AND MISC: Submit original through channels to Construction Engineer in Salem. After approval copies will be sent to the Region Engineer, Resident Engineer and Highway Accounting.

TITLE II PROJECTS NOT UNDER CONTRACT: Submit original through channels to Traffic Engineer in Salem. After approval two copies will be sent to the Region Engineer and one copy to Highway Accounting.

CONTRACT PROJECTS ONLY:

Project Authorization . . . . . $ 2,478,676.88

Present estimate of costs including work under this Force Order . . . . . $ 2,641,500.00

Estimated ~~Overrun~~ Amount . . . . . $ 162,823.12

Estimated ~~Overrun~~ Underrun Percent 6.6

SUBMITTED BY: W. Reid Meritt
W. Reid Meritt
TITLE: Project Manager

APPROVAL RECOMMENDED: _____

TITLE: _____

APPROVAL RECOMMENDED: _____

TITLE: _____

APPROVAL RECOMMENDED: J H Maack
Region Engineer

APPROVED: Arnold Wemer JUL 22
Construction or Traffic Engineer

DO NOT USE THIS FORM FOR FORCE ACCOUNT (EXTRA WORK) BY CONTRACTORS OR SUBCONTRACTORS ON CONTRACT PROJECTS.

T 698

F-12 (4)

Form E-322 (Rev. 10-66)

APPROVED BY
OREGON TRANSPORTATION COMMISSION
DATE DEC 17 '85

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project Moro-Grass Valley Date November 15, 1985

Highway Sherman Contract No. 9698

County Sherman Kind of Work Grading & Paving Contractor Ameada Mining and Construction Company

	Original Authorization	Increased Authorized 5/15/84	Estimated
Contract Amount	1,945,035.00	2,181,385.9900	2,194,008.04
Anticipated Items	31,300.00	31,300.00	31,300.00
Contingency (4½%)	88,935.08	88,935.08	129,500.00
Engineering	158.106.80	177,056.80	268,868.84
Credits			
PROJECT COST	2,223,376.88	2,478,676.88	2,623,676.88

NET INCREASE $ 145,000.00 = 5.8%

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)	Expected Amount	Net Change
(U) S.F.O. No. 4—Slope Flattening & Guard Rail Removal	0.00	6,000.00
(U) S.F.O. No. 5—0-31 Seal (Asphalt Macadam Wearing Course)	0.00	123,500.00

Principal reasons for overruns (Continue on reverse side): SFO No. 4 for slope flattening and guard rail removal to improve sight distance at frontage road which accesses high school. Project plans provided for future final stage 0-31 seal but funds not included in project authorization. Because of time required to complete project, the nature of surfacing and fact that paving carried over a winter prior to acceptance, decision was made to place seal under this contract (SFO No. 5).

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by W. Reid Merritt
W. Reid Merritt Resident Engineer

Noted by O. B. Jackson
for Construction or Bridge Engineer

Confirmed by Stephen H. Marsh
Division Engineer

Noted by Vernon E. Stewart
Deputy or State Highway Engineer

BP-23789-T34

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
DEC 23 1985
REFER TO
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

F-12(4)

STATE OF OREGON

INTEROFFICE MEMO

Highway Construction 378-6318

FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: December 4, 1985

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Moro-Grass Valley Section
Sherman Highway, Sherman County
Contract No. 9694

This federal aid grading and paving project has been completed and it is now apparent that the final cost will exceed the project authorization by $145,000 or six percent. The authorization for this project was previously increased by action of the commission at the meeting of May 15, 1984, because of extra work required to level and reinforce the badly deteriorated pavement surface.

Placement of a seal to extend the life of the new pavement was scheduled for a future time, and funding was not provided in the authorization for this project. The seal became necessary at this time in order to preserve the pavement and maximize its useful life, adding $123,500 to the cost of the project.

Widening of the existing roadbed to provide room for building a guardrail flare for improved traffic safety increased the project cost by approximately $6,000.

Construction engineering charges overran also by the increased cost necessary to properly monitor, inspect and document the additional work.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $145,000. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: D. D. Allen
B. M. Walton
W. R. Meritt
D. L. Trout

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
DEC 04 1985
REFER TO Bourke
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

81-123-1987

Form E-312 (Rev. 10-66)

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project Moro-Grass Valley Date November 15, 1985

Highway Sherman Contract No. 9694

County Sherman Kind of Work Grading & Paving Contractor Ameada Mining and Construction Company

	Original Authorization	Increased Authorized 5/15/84	Estimated	
Contract Amount	1,945,035.00	2,181,385.9900	2,194,008.04	
Anticipated Items	31,300.00	31,300.00	31,300.00	
Contingency (4½%)	88,935.08	88,935.08	129,500.00	
Engineering	158.106.80	177,056.80	268,868.84	
Credits				
PROJECT COST	2,223,376.88	2,478,676.88	2,623,676.88	

NET INCREASE $ 145,000.00 = 5.8%

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)	Expected Amount	Net Change
(U) S.F.O. No. 4—Slope Flattening & Guard Rail Removal	0.00	6,000.00
(U) S.F.O. No. 5—0-31 Seal (Asphalt Macadam Wearing Course)	0.00	123,500.00

Principal reasons for overruns (Continue on reverse side): SFO No. 4 for slope flattening and guard rail removal to improve sight distance at frontage road which accesses high school. Project plans provided for future jinal stage 0-31 seal but funds not included in project authorization. Because of time required to complete project, the nature of surfacing and fact that paving carried over a Winter prior to acceptance, decision was made to place seal under this contract (SFO No. 5).

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by W. Reid Merritt
W. Reid Merritt Resident Engineer

Noted by O. B. Jackmond
for Construction ~~or Bridge~~ Engineer

Confirmed by Stephen H. Marsh
Division Engineer

Noted by _____
Deputy or State Highway Engineer

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12,1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATE VOUCHER NO.

FHWA VOUCHER NO.

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO (INSERT OFFICIAL OR DEPOSITARY NAMED IN PROJECT)

Treasurer of the State of Oregon

ADDRESS

Capitol Building
Salem

PAID BY

(For use of Paying Office)

STATE

Oregon 97310

VOUCHER TYPE *(Check Appropriate Block)*

	CURRENT BILLING
	OTHER PROGRESS
X	FINAL VOUCHER (*)

VOUCHER PERIOD
FROM 07 06 83
TO 07 31 89

FEDERAL AID PROJECT NO.
F 12 (4)

(*) Use Form FHWA - 1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117)

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO - RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
2,723,603.95	2,588,282.61	88.15	2,281,571.12 105,980.15	2,281,571.12 105,980.15	OIL
2,723,603.95	2,588,282.61	88.15	2,387,551.27	2,387,551.27	-0-

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements ; applicable State and Federal laws or regulations; and that no claim has been previously submitted for costs claimed.

STATE HIGHWAY AGENCY
Oregon

DATE
7-29-91

SIGNATURE OF AUTHORIZED OFFICIAL
D. Dalich

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED
$0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR -20 REV 6-78

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Moro-Grass Valley Section					
	Sherman Highway					
	Sherman County					
	Type Code 1000					
	Roadway (Sta. 446+00 to Sta. 780+00)					
	Final Contract Payment Summary	Lump Sum			A 2,156,118.93	
	SFO #1 Rem Pave Striping	All Required			7,486.23	
	SFO #4 Widen Roadbed	All Required			4,662.25	
	SFO #5 Place 0-31 Wearing Course	All Required			101,163.05	
	SFO #9 Extend Culvert	All Required			4,354.60	
	Total Type Code 1000				2,273,785.06	
	Construction Engineering					
	Final Contract Payment Summary (Bid Items 1 + 10)	Lump Sum			$ 43,000.00	
	Liquidated Damages	Lump Sum			<2,400.00>	
	State	All Required			273,897.55	
	Total Construction Engineering				314,497.55	
	Total Participating Project Costs				$2,588,282.61	
	Non-Participating Project Costs					
	Final Contract Payment Summary	Lump Sum			$ 70,747.09	
	SFO #2 Relocate Telephone Cable	All Required			4,800.00	
	SFO #9 Extend Culvert	All Required			3,742.45	
	Construction Engineering	All Required			56,031.80	
	Total Non-Participating Project Costs				$135,321.34	
	Total Project Costs				$2,723,603.95	

AMOUNT CARRIED FORWARD _____

1983 W. Fork Dairy Creek Br. 9695
Sec., Pihl Road. (Grading, paving
and structure)

4645

J

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: 12/22/88

COUNTY: WASHINGTON AGREEMENT NO: 7544 PROJECT NO: BROS-3400(8)(9)

CONTRACT NO: 9695 SECTION: Dairy Creek (Pihl Rd.) Bridge

PRELIMINARY ENGINEERING (Prefix 234-1910):

	PARTICIPATING	NONPARTICIPATING
Project Manager	$ 6,067.65	$ --
Payment to Local Government	3,650.07*	
Final Design	4,713.06	
Region Geology	275.96	
Traffic Section	204.65	
Region-Utility Liaison	234.74	
Audit Services	366.80*	
Location	42.01	
Program Section	100.00	
Specifications (No Cost to County)	1,330.31	
Administrative Services	67.59	
Environmental Section	54.47	
Structural Foundation	4,235.48	
Bridge Design (No Cost to County)	4,197.11	
R/W Utility Engineer	44.70	
Surface Design Engineer	344.31	
Hydraulics	1,892.08	--
TOTAL P.E. COST	$ 27,820.99	$ - 0 -
Less Free Bridge Design & Specs	(5,527.42)	
TOTAL P.E. COST TO COUNTY	$ 22,293.57	$ - 0 -

CONSTRUCTION (Prefix 234-1092):

Work Performed by Contractor	$138,574.49	$ 150.00
Interest on Final Payment		40.55
Engineering Expense	13,069.49	12,982.55
Payment to Local Government	2,040.16	
Program Section	19.05	
Materials Lab	4,453.24	
Technical Services	521.80	
Construction Charges	625.25	
General Construction (Accounting)	57.18	
TOTAL CONSTRUCTION COST	$159,360.66	$ 13,173.10

SUMMARY:

Participating P.E. Cost	$ 22,293.57
Participating Construction Cost	159,360.66
TOTAL PARTICIPATING COST	$181,654.23

FEDERAL FUNDS:

P.E. (80%)	$ 17,834.86	
Const. (80%)	127,488.53	(145,323.39)
SUBTOTAL		$ 36,330.84
Plus Nonparticipating County Cost		13,173.10
Less Match on Additional Local Government Payment		(449.65)
Less County's Advance Deposits		
P.E. (AD #1003)	$ 3,180.00	
Const. (AD #83-61)	32,280.00	(35,460.00)
BALANCE DUE FROM COUNTY		$ ~~13,533.75~~
ADDITIONAL BALANCE DUE		$ 60.54

* Additional Washington County costs were approved for funding several years after project was finaled.

MKS:pf

C234-1910

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building, Salem, OR 97310

STATE	FEDERAL AID PROJECT NO.
Oregon	Post Final BROS-3400(8)
PROGRAM APPROVED	VOUCHER PERIOD From: 12/21/81 To: 7/5/83

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$27,820.99	$27,820.99	80%	$22,256.79	$22,256.79	$0.00

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

Oregon *State Highway Agency*

By Controller *Authorized Officer* 8/9/88 *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $ _____

Amount Approved $ _____

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	DAIRY CREEK (PHIL ROAD) BRIDGE SECTION COUNTY ROAD IN WASHINGTON COUNTY					
	Preliminary Engineering Type Code PE					
	Work by Washington County	All Required			$ 3,650.07	
	State	All Required			23,804.12	
	Total Participating Preliminary Engineering				$27,454.19	
	Misc Project Cost					
	Audit Expense	All Required			$ 366.80	
	Total Participating Project Cost				$27,820.99	
	Prepared based on participating cost as shown on the Federal Billing as of August 4, 1988.					
	Audit conducted, any adjustments required have been made.					
	AMOUNT CARRIED FORWARD					

JOB COST SUMMARY RUN ON 12-13-88
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 12/10/88

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE	
C2341910	011	050	001	0570			302.72	
OBJ-DETAIL	001						302.72	
ACTIVITY	050						302.72	SUBTOTAL
C2341910	011	899	299	0100			25,270.03	***
OBJ-DETAIL	299						25,270.03	
ACTIVITY	899						25,270.03	SUBTOTAL
C2341910	011	930	341	1093			2,248.24	
OBJ-DETAIL	341						2,248.24	
ACTIVITY	930						2,248.24	SUBTOTAL
SUB-JOB	011	SUBTOTAL					27,820.99	
EA	C2341910	TOTAL					27,820.99	

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

9675

HIGHWAY DIVISION
INVOICE

INVOICE NUMBER: 141664

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

DATE	YOUR ORDER NUMBER	BILLING REQ. NUMBER
5/6/85		CA 4231

CODE	PREFIX	FUNC	SUB FUNC	OBJECT	P/N GROUP	AMOUNT
WASHINC		351	01			13,533.75
	234-1092	296	00	000		13,533.75
	234-1092	299	00	000		(13,533.75)

•
• WASHINGTON COUNTY
• 150 N 1ST AVE
• HILLSBORO OR 97123

DESCRIPTION		TOTAL PRICE
DAIRY CREEK (PIHL RD.) BRIDGE PROJECT		
PROJECT # BROS 3400 (8) (9) CONTRACT #9695		
AGREEMENT #7544		
SEE ATTACHED ITEMIZED STATEMENT		
PRELIMINARY ENGINEERING		3,948.52
CONSTRUCTION		
PARTICIPATING	31,872.13	
NON-PARTICIPATING	13,173.10	
		45,045.23
TOTAL COST TO COUNTY		48,993.75
LESS: DEPOSITS TO LOCAL GOVERNMENT INVESTMENT POOL		
PE		(3,180.00)
CONSTRUCTION		(32,280.00)
AMOUNT DUE		13,533.75

↑ FOLD

110.00 ACCT. FINAL

IF YOU HAVE QUESTIONS ON THIS INVOICE, PLEASE CONTACT:

..... PH: ..... FOR CORRECTNESS OF CHARGES

OR ANNE HERNANDEZ PH:378-5034 PREPARER OF INVOICE

PROGRAM SECTION

MANAGER ____ RESOURCE UNIT ____

FA UNIT ____ PROGRAM UNIT ____

MAY 03 1985

REFER TO _____

R/D ____ ACT ____ REPLY ____

DISC ____ INFO ____ FILE ____

9695

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310
TOLL FREE: 1-800-452-7813 Ext. 86232

In Reply Refer to
File No.: CON

May 1, 1985

Washington County
150 N. 1st, Room 101
Hillsboro, OR 97124

Re: Project Name Dairy Creek (Pihl Rd.) Bridge
Fed. Aid No. BROS-3400(8)(9)
Pool Acct. No. 4685

The above project has been completed and no further costs are anticipated. Therefore, you may withdraw the balance remaining in your account of $ -0- (plus interest) with the Oregon State Treasurer, Local Government Investment Pool.

Vernon E. Skoog
Controller

JP:cw

cc: Oregon State Treasurer
Local Govt. Investment Pool

PROGRAM SECTION
MANAGER ____ RESOURCE UNIT ____
FA UNIT ____ PROGRAM UNIT ____
MAY 03 1985
REFER TO ____
R/D ____ ACT ____ REPLY ____
DISC ____ INFO ____ FILE ____

Form 734-3122

JOB COST SUMMARY RUN ON 12-15-88
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 12/10/88

EA	ACTIVITY	OBJ-DETAIL	CREW NUMBER	CURRENT MONTH	BALANCE TO DATE	
C09915	010	001	0813		622.38	
C09915	010	001	0821		592.92	
ACTIVITY	010					1,215.30 SUBTOTAL
C09915	201	300	0100		~~943.38~~	
C09915	201	300	8026		~~1,636.25~~	
C09915	201	349	8026		~~2,004.79~~	interest on Final Payment
ACTIVITY	201					2,697.66 SUBTOTAL
C09915	899	194	7400		6.69	
C09915	899	199	7400		4.57	
C09915	899	299	8026		278,105.50 ***	
C09915	899	300	8026		~~1,557.73~~	
C09915	899	302	R		13,430.24	
C09915	899	504	0100		43.50	
C09915	899	550	8200		14.00	
C09915	899	555	0531		6.59	
ACTIVITY	899					293,168.82 SUBTOTAL
C09915	900	001	0600			
C09915	900	001	1083		1,509.73	
C09915	900	001	1094		187.38	
C09915	900	001	7430			
C09915	900	001	7700			
C09915	900	136	0523			
C09915	900	470	1094		273.00	
C09915	900	550	1000		13.20	
C09915	900	550	1094		20.00	
ACTIVITY	900					2,003.31 SUBTOTAL
C09915	901	001	0811		41.54	
C09915	901	001	7331		74.60	
C09915	901	001	7363		81.90	
C09915	901	001	7430		149.20	
C09915	901	504	7300		17.15	
ACTIVITY	901					364.39 SUBTOTAL
C09915	908	470	1094		223.12	
ACTIVITY	908					223.12 SUBTOTAL
C09915	920	001	0600		18.53	
ACTIVITY	920					18.53 SUBTOTAL
C09915	940	001	8214		41.83	

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

JOB COST SUMMARY RUN ON 12-15-88
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 12/10/88

EA	ACTIVITY	OBJ-DETAIL	CREW NUMBER	CURRENT MONTH	BALANCE TO DATE	
C09915	940	001	8223		44.38	
C09915	940	008	8240		265.94	
C09915	940	551	8026		1,233.00	
ACTIVITY	940					1,585.15 SUBTOTAL
EA	C09915 TOTAL					301,276.28

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

9675

HIGHWAY DIVISION
INVOICE

INVOICE NUMBER **141664**

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

DATE	YOUR ORDER NUMBER	BILLING REQ. NUMBER
5/6/85		CA 4231

CODE	PREFIX	FUNC	SUB FUNC	OBJECT	P/N GROUP	AMOUNT
WASHINC		351	01			13,533.75
	234-1092	296	00	000		13,533.75
	234-1092	299	00	000		(13,533.75)

- WASHINGTON COUNTY
- 150 N 1ST AVE
- HILLSBORO OR 97123

DESCRIPTION		TOTAL PRICE
DAIRY CREEK (PIHL RD.) BRIDGE PROJECT		
PROJECT # BROS 3400 (8) (9) CONTRACT #9695		
AGREEMENT #7544		
SEE ATTACHED ITEMIZED STATEMENT		
PRELIMINARY ENGINEERING		3,948.52
CONSTRUCTION		
PARTICIPATING	31,872.13	
NON-PARTICIPATING	13,173.10	45,045.23
TOTAL COST TO COUNTY		48,993.75
LESS: DEPOSITS TO LOCAL GOVERNMENT INVESTMENT POOL		(3,180.00)
PE		(32,280.00)
CONSTRUCTION		
AMOUNT DUE		13,533.75

FOLD

110.00 ACCT. FINAL

IF YOU HAVE QUESTIONS ON THIS INVOICE, PLEASE CONTACT:

.... PH: ..... FOR CORRECTNESS OF CHARGES

OR ANNE HERNANDEZ ..... PH:378-5034 PREPARER OF INVOICE

PROGRAM SECTION

MANAGER ____ RESOURCE UNIT ____

FA UNIT ____ PROGRAM UNIT ____

MAY 08 1985

REFER TO _____

R/D ____ ACT ____ REPLY ____

DISC ____ INFO ____ FILE ____

9475

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310
TOLL FREE: 1-800-452-7813 Ext. 86232

May 1, 1985

In Reply Refer to
File No.: CON

Washington County
150 N. 1st, Room 101
Hillsboro, OR 97124

Re: Project Name Dairy Creek (Pihl Rd.) Bridge
Fed. Aid No. BROS-3400(8)(9)
Pool Acct. No. 4685

The above project has been completed and no further costs are anticipated. Therefore, you may withdraw the balance remaining in your account of $ -0- (plus interest) with the Oregon State Treasurer, Local Government Investment Pool.

Vernon E. Skoog
Controller

JP:cw

cc: Oregon State Treasurer
Local Govt. Investment Pool

PROGRAM SECTION
MANAGER ____ RESOURCE UNIT ____
FA UNIT ____ PROGRAM UNIT ____
MAY 08 1985
REFER TO ____
R/D ____ ACT ____ REPLY ____
DISC ____ INFO ____ FILE ____

Form 734-3122

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: 4/12/85

COUNTY: WASHINGTON AGREEMENT NO: 7544 PROJECT NO: BROS-3400(8)(9)

CONTRACT NO: 9695 SECTION: DAIRY CREEK (PIHL RD.) BRIDGE

PRELIMINARY ENGINEERING (PREFIX 234-1910):

	PARTICIPATING	NONPARTICIPATING
Project Manager	$ 6,067.65	$
Payment to Local Government	1,401.83	
Final Design	4,713.06	
Region Geology	275.96	
Traffic Section	204.65	
Region-Utility Liaison	234.74	
Audit Services	64.08	
Location	42.01	
Program Section	100.00	
Specifications (No Cost to County)	1,330.31	
Administrative Services	67.59	
Environmental Section	54.47	
Structural Foundation	4,235.48	
Bridge Design (No Cost to County)	4,197.11	
R/W Utility Engineer	44.70	
Surface Design Engineer	344.31	
Hydraulics	1,892.08	
TOTAL P.E. COST	$ 25,270.03	$ - 0 -
Less Free Bridge Design & Specs	(5,527.42)	
TOTAL P.E. COST TO COUNTY	$ 19,742.61	$ - 0 -

CONSTRUCTION (PREFIX 234-1092):

Work Performed by Contractor	$138,574.49	$ 150.00
Interest on Final Payment		40.55
Engineering Expense	13,069.49	12,982.55
Payment to Local Government	2,040.16	
Program Section	19.05	
Materials Lab	4,453.24	
Technical Services	521.80	
Construction Charges	625.25	
General Construction (Accounting)	57.18	
TOTAL CONSTRUCTION COST	$159,360.66	$13,173.10

SUMMARY:

Participating P.E. Cost	$ 19,742.61
Participating Construction Cost	159,360.66
TOTAL PARTICIPATING COST	$179,103.27

FEDERAL FUNDS:

P.E. (80%)	$ 15,794.09	
Const. (80%)	127.488.53	(143,282.62)
SUBTOTAL		$ 35,820.65
Plus Nonparticipating County Cost		13,173.10
Less County's Advance Deposits		
P.E. (AD #1003)	$ 3,180.00	
Const. (AD #83-61)	32,280.00	(35,460.00)
BALANCE DUE FROM COUNTY		$ 13,533.75

MKS:pf

F 695-1

ROUTING SLIP

Date

Director	Landscape	Research
Asst Dir.-Administration	Legal	Right of Way
Accounting (Highway)	Library	Road Design
Administrative Services	Location	Safety & Health
Aeronautics Div.	Mailroom	Service Center
Bridge	Maintenance	Sign Shop
Commission Services	Materials	State Highway Engineer
Communications (Radio)	Motor Vehicles Div.	Technical Services
Construction	Parks & Recreation Div.	Traffic Signal Unit
Employee Development	Permits & Weighmasters	Traffic
Environmental	Personnel Operations	Utilities
Equipment Shop & Storeroom	Personnel Services Br.	
	Photocopy	Metro Region
Finance (DOT)	Photo Lab	
FHWA	Planning (Highway)	Region No.
General Files	Policy & Planning (DOT)	
Graphics	Program Section	District No.
Information Center	Public Affairs	
Information Systems Br.	Public Transit Div.	Project Mgr.
Labor Relations	Records Management	

ROUTED
E. S. HUNTER

Attention: E. S. Hunter

From: W. Hart

Comments: Also attached are summaries of 3 projs. with construction overruns

731-0022 (Rev. 4-84)

copy
to
± 9716
± 9758

orig to Gridley 1/3/85

STATE OF OREGON

INTEROFFICE MEMO

TO: E. S. Hunter
Assistant State Highway Engineer

DATE: December 31, 1984 PLA 14-1

FROM: Walter J. Hart, P.E.
Bridge Engineer

NOTED
E. S. HUNTER

SUBJECT: Construction Cost Overruns
Local Government Projects

There is a disturbing trend towards significant cost overruns for construction engineering on small highway bridge replacement projects. This is of concern on all projects but becomes particularly important on local government projects where the city or county must cover 100 percent of the construction engineering charges in excess of the 15 percent FHWA limits on construction engineering.

The Department has an obligation under the terms of individual project agreements to keep local government units advised on cost overruns. I do not believe this is being done in all cases. The Department also has an obligation to efficiently manage construction engineering, and I believe we need to assess our performance in that area.

There is a recently completed project, Slick Rock Creek Bridge in Lincoln County-Contract 9758, that could become a real embarrassment to the Department. The last report I saw on this project had the construction engineering at 309 percent of the project authorization ($14,100 authorized versus $43,600 expended). The local 20 percent match of the HBR funds for this project was provided by a local improvement district. The total LID contribution to the project based on the project authorization is something on the order of $36,000. The overrun of construction engineering can have the LID looking at a further unanticipated obligation of approximately $20,000. I do not believe that the LID will or should accept that quietly.

I realize that I may be encroaching into an arena that is outside of my responsibility. I nevertheless feel that a problem exists that needs to be addressed.

WJH:jrb

RECEIVED
STATE HWY ENGR
JAN 2 '85
REFER TO
Fredrickson
FOR

NOTED
W. E. SCHWARTZ

Jackmond should be working on. Advise W. Hart what we are doing. WES

81-125-1367

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE Jan 2, 1985

County [redacted] WASHINGTON AGREEMENT NO: 7544 PROJECT NO: BROS-3400(8,9

CONTRACT NO: 9695 SECTION: Dairy Creek (Pihl Rd.) Br.

PRELIMINARY ENGINEERING PREFIX 234-1910

	Participating	Non Participating
Project Manager	$ 6,067.65	$
Payment to Local Government	1,401.83	
Final Design	4,713.06	
Region Geology	275.96	
Traffic Section	204.65	
Region-Utility Liaison	234.74	
Audit Service	64.08	
Location	42.01	
Program Section	100.00	
Specifications (No Cost to County)	1330.31	
Administrative Services	67.59	
Environmental Section	54.47	
Structural Foundation	4,235.48	
Bridge Design (No Cost to County)	4,197.11	
R/W utility Engineer	41.70	
Surface Design Engineer	344.31	
Hydraulics	1892.08	
Total P.E. Cost	$ 25,270.03	$ -0-
Less Free Bridge Design & Specs	(5,527.42)	
Total P.E. Cost To County	$ 19,742.61	$ -0-

CONSTRUCTION PREFIX 234-1092

Work Performed By Contractor	$ 138,574.49	$ 150.00
Interest on Final Payment		40.55
Engineering Expense	13,069.49	12,982.55
Payment to Local Government	2,040.16	
Program Section	11.05	
Materials Lab	4,453.24	
Technical Services	521.80	
Construction Charges	625.25	
General Construction (Accounting)	57.18	
	$ 159,360.66	$ 13,173.10

Summary

Participating P.E. Cost	$ 19,742.61
Participating Const. Cost	159,360.66
Total Participating Cost	179,103.27

FEDERAL FUNDS

P.E. (80%)	15,794.09	
Const. (80%)	127,488.53	(143,282.62)
SUBTOTAL		35,820.65
PLUS Non Participating County Cost		13,173.10
LESS County's ADVANCE Deposits		
P.E. (AD# 1003)	$3,180	
Const (AD# 83-61)	32,280	(35,460.00)
BALANCE DUE From County		13,533.75

MKS

234-1092

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

Appropriation:

The United States, Dr., TO TREASURER OF THE STATE OF OREGON

Address CAPITAL BUILDING, SALEM, OR 97310

STATE	FEDERAL AID PROJECT NO.
OREGON	BROS-3400(9)
PROGRAM APPROVED	VOUCHER PERIOD From: 7-6-83 To: 10-10-84

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$172,533.76	$159,360.66	80%	$127,488.53	$127,488.53	$0.00

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

OREGON *State Highway Agency*

By CONTROLLER *Authorized Officer*

10-30-84 *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $

Amount Approved $

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	WEST FORK DAIRY CREEK BRIDGES PIHL COUNTY ROAD WASHINGTON COUNTY					
	CONSTRUCTION TYPE CODE X080 STRUCTURE, BRIDGE NO. 13250A (STA. 4+63 TO STA. 5+50)					
	FINAL CONTRACT PAYMENT SUMMARY	LUMP SUM			$138,574.49	
	CONSTRUCTION ENGINEERING					
	STATE	ALL REQUIRED			18,746.01	
	WORK BY WASHINGTON COUNTY	ALL REQUIRED			2,040.16	
	TOTAL PARTICIPATING CONSTRUCTION ENGINEERING				$ 20,786.17	
	TOTAL PARTICIPATING PROJECT COST				$159,360.66	
	NON PARTICIPATING PROJECT COST					
	FINAL CONTRACT PAYMENT SUMMARY	LUMP SUM			$ 150.00	
	INTEREST ON FINAL PAYMENTS	ALL REQUIRED			40.55	
	CONSTRUCTION ENGINEERING	ALL REQUIRED			12,982.55	
	TOTAL NON PARTICIPATING PROJECT COST				$ 13,173.10	
	TOTAL PROJECT COST				$172,533.76	
	PREPARED BASED ON PARTICIPATING COST AS SHOWN ON THE FEDERAL BILLING AS OF 11-8-84.					

AMOUNT CARRIED FORWARD

DESCRIPTION	PREFIX	FUNCTION	SUB F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	ACTIVE YRS END
	234 1082	298	00	N 9			9.97	83	83
	234 1082	900	00	P 1			8.64	83	83
	234 1082	944	00	P 1			2.44	83	83
		TOT	P1				11.08		
		** JOB TOTALS **			**	**	11.08 **		
WASH CO PAVE MARK PROJ #2	CONT NO 9643 = FA PROJ NOS PMS 000S112 100							STATE	
	234 1087	201	00	P 1			170,334.35	83	84
	234 1087	203	00	P 1		12,450.00		84	84
	234 1087	204	00	P 1		2,500.00		83	84
	234 1087	206	00	N 1		179.60	179.60	84	84
	234 1087	296	00	N 9	2,837.43CR	22,720.17CR	194,427.43CR	83	84
	234 1087	298	00	N 9	2,837.43	22,720.17	194,427.43	83	84
	234 1087	900	00	P 1		34.26	22,960.40	83	84
	234 1087	900	00	N 1			216.96	83	84
	234 1087	920	00	P 1			54.48	83	84
	234 1087	940	00	P 1	75.00	159.01	1,047.01	83	84
	234 1087	941	00	P 1			92.89	83	84
	234 1087	944	00	P 1			14.46	83	83
	234 1087	945	00	P 1		168.17	291.52	83	84
		TOT	P1		75.00	15,311.44	194,795.11		
		TOT	N1			179.60	396.56		
		** JOB TOTALS **			75.00 **	15,491.04 **	195,191.67 **		
W FORK DAIRY CREEK BRIDGE	CONT NO 9695 * FA PROJ NOS BROS3400009 100							STATE	
	234 1092	201	00	P 1			138,574.49	83	84
	234 1092	201	00	N 1			150.00	84	84
	234 1092	206	00	N 1			40.55	84	84
	234 1092	296	00	N 9	1,639.02	4,997.47	158,189.58CR	83	84
	234 1092	297	00	N 9			30,701.05	83	84
	234 1092	298	00	N 9	1,639.02CR	4,997.47CR	127,488.53	83	84
	234 1092	900	00	P 1		12,920.11CR	13,069.49	83	84
	234 1092	900	00	N 1		12,928.73	12,982.55	83	84
	234 1092	903	00	P 1		2,040.16	2,040.16	84	84
	234 1092	920	00	P 1			19.05	83	84
	234 1092	940	00	P 1			2,523.39	83	84
	234 1092	941	00	P 1			1,929.85	83	84
	234 1092	944	00	P 1			521.80	83	84
	234 1092	945	00	P 1			625.25	83	84
	234 1092	948	00	P 1			57.18	83	84
	234 1092	950	00	P 1		334.93CR		83	84
		TOT	P1			11,214.88CR	159,360.66		
		TOT	N1			12,928.73	13,173.10		
		** JOB TOTALS **			**	1,713.85 **	172,533.76 **		
CO PROJ #2 GUARDRAIL	CONT NO * FA PROJ NOS SRS 000S094 100							STATE	
	234 1095	29E	00	N 9			531.08CR	77	83

PREFIX	GRP FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
234-1063	1	X10 -9282-004 APPR-772	1496,499.00	1781,775.11	1781,279.09	85.00	1514,087.23	1496.499.00	17,588.23 B	
	8	X10 -9282-004 APPR-772	59,000.00	69,118.17	69,098.88	85.00	58,734.05	58,734.05		
	9			8,300.00						
234-1063	PREFIX TOTALS		1555,499.00	1859,193.28	1850,377.97		1572,821.28	1555,233.05	17,588.23	
234-1070	1	RRS -9189-001 APPR-138	119,095.00	68,219.86	68,219.86	90.00	61,397.87	61,397.87		
234-1073	1	RRS -A670-001 APPR-138	77,536.00	73,264.60	73,264.60	90.00	65,938.14	65,938.14		
234-1075	1	RRP -9055-001 APPR-139	73,048.00	79,992.39	79,992.39	90.00	71,993.15	71,993.15		
234-1077	1	RRS -9186-001 APPR-138	61,330.00	56,217.12	56,217.12	90.00	50,595.41	50,595.41		
234-1078	1	RRP -9049-001 APPR-139	78,445.00	69,959.44	69,959.44	90.00	62,963.50	62,963.50		
234-1079	1	RRP -000S-033 APPR-139	84,778.00	44,022.71	44 022.71	90.00	39,620.44	39,620.44		
234-1082	1	PMS -000S-112 APPR-140	10.00	11.08	11.08	90.00	9.97	9.97		
234-1087	1	PMS -000S-112 APPR-140	194,427.43	195,191.67	194.795.11	100 00	194,795.11	194,427.43	367.68 B	
234-1092	1#	BROS-3400-009 APPR-114	127,488.53	172,533.76	159.360.66	80.00	127,488.53	127,488.53		
234-1095	1#	SRS -000S-094 APPR-148	477.97	531.08	531 08	90.00	477.97	477.97		
236-1082	1#	RRO -000S-037 APPR-685	55,678.46	61,864.95	61,864.95	90.00	55,678.46	55,678.46		
236-1083	1#	M -4430-001 APPR-W32	281.166.44	319.229.77	318.855.12	88.18	281,166.44	281,166.44		
236-1086	1#	RRO -000S-037 APPR-685	130,248.94	145.606.29	144,721.04	90.00	130,248.94	130.248.94		
	2#	RRS -000S-037 APPR-138	1,712.81	4,740.18	1,903.12	90.00	1,712.81	1,712.81		
236-1086	PREFIX TOTALS		131,961.75	150,346.47	146,624.16		131.961 75	131,961 75		
236-1087	1#	SOS -3600-001 APPR-680	145,082.63	169,109.48	164,530.09	88.18	145,082.63	145,082.63		
301-1009	1#	M -0000-032 APPR-W32	233,699.18	263,293.44	265.025.15	88 18	233.699.18	233,699.18		
	8#	M -0000-032 APPR-W32	7,954.88	9,023.25	9,021.18	88.18	7,954.88	7,954.88		
301-1009	PREFIX TOTALS		241,654.06	272,316.69	274,046.33		241,654.06	241,654.06		
302-1003	1	M -2120-003 APPR-W32	649,500.00	813,584.33	794,284.75	81.83	649,963.21	649,500 00	463.21 B	
	2	M -2120-003 APPR-000		4,046.48	4,046.48					
	8	M -2120-003 APPR-W32	57,500.00	70,294.75	70,277.16	81.83	57,507.80	57,500.00	7.80 B	
302-1003	PREFIX TOTALS		707,000.00	887,925.56	868,608.39		707,471.01	707,000.00	471.01	

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NUMBER	REPORT NUMBER	COUNTY	DIVISION
10	2	Washington	Oregon
DATE OF REPORT		REPORT MADE BY	PROJECT NO.
10/4/84		T. P. Lowe	BROS-3400(9)
COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
12/7/83	5/22/84	100 %	100 days
APPROVED EXTENSIONS	LOCATION		
None	See Below		

NOTE - *The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right of way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

WEST FORK DAIRY CREEK BRIDGE
COUNTY ROAD (PIHL ROAD)
Grading, Paving, and Structure

The project provided for the replacement of a deficient wood bridge with a prestressed concrete bridge. The work also involved installation of approach guardrail and asphaltic concrete paving. The contractor completed the work in 100 days. The contract allowed 100 days.

The final cost of $161,000 exceeded the original authorization by 1.5%.

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
OCT 11 '84
REFER TO
Fredrickson
FOR
Info | Invest | R/D | D/R | Sign | Act | File

cy 10/10

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: Original Signed by T. P. LOWE		SIGNATURE	
TITLE: Area Engineer	DATE: 10/4/84	TITLE: Field Operations Engineer	DATE: 10/10/84

FORM FHWA 1446B (Rev 12-79) PREVIOUS EDITIONS MAY BE USED.

9615 D 23 U.S.C. 1910

ORIGINAL)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

Appropriation:

The United States, Dr., TO TREASURER OF THE STATE OF OREGON

Address CAPITAL BUILDING, SALEM, OR 97310

STATE	FEDERAL AID PROJECT NO.
OREGON	BROS-3400(8)
PROGRAM APPROVED	VOUCHER PERIOD From: 12-21-81 To: 7-5-83

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$25,270.03	$25,270.03	80%	$20,216.02	$20,216.02	$0.00

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

OREGON *State Highway Agency*

By CONTROLLER *Authorized Officer* 9-25-84 *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $

Amount Approved $

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	DAIRY CREEK (PIHL ROAD) BRIDGE SECTION COUNTY ROAD IN WASHINGTON COUNTY					
	PRELIMINARY ENGINEERING					
	TYPE CODE PE					
	WORK BY WASHINGTON COUNTY	ALL REQUIRED			$ 1,401.83	
	STATE	ALL REQUIRED			23,804.12	
	TOTAL PARTICIPATING PRELIMINARY ENGINEERING				$25,205.95	
	MISC PROJECT COST					
	AUDIT EXPENSE	ALL REQUIRED			$ 64.08	
	TOTAL PARTICIPATING PROJECT COST				$25,270.03	
	PREPARED BASED ON PARTICIPATING COST AS SHOWN ON THE FEDERAL BILLING AS OF 10-4-84.					

AMOUNT CARRIED FORWARD

PREFIX	GRP FI	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
234-1907	1#	BROS-3400-006 APPR-117	18,825.43	23,594.32	23,531.79	80.00	18,825.43	18,825.43		
234-1908	1	RRP -9055-001 APPR-139	1,800.00	155.83	155.83	90.00	140.25	140.25		
234-1909	1	RRP -0005-033 APPR-139	1,800.00	785.28	785.28	90.00	706.75	706.75		
234-1910	1#	BROS-3400-008 APPR-117	20,216.02	25,270.03	25,270.03	80.00	20,216.02	20,216.02		
234-1911	1	PHS -0005-112 APPR-140	19,562.57	19,562.57	19,562.57	100.00	19,562.57	19,562.57		
234-1912	1	X10 -9067-002 APPR-772	75,000.00	100,180.21	98,082.96	85.00	83,370.52	75,000.00	8,370.52 B	
	2	X10 -9067-002 APPR-580	75,000.00	87,925.62	87,925.62	85.00	74,736.78	74,736.78		
234-1912		PREFIX TOTALS	150,000.00	188,105.83	186,008.58		158,107.30	149,736.78	8,370.52	
234-1913	1	X10 -9022-008 APPR-580	136,000.00	170,830.35	170,830.35	85.00	145,205.80	136,000.00	9,205.80 B	
234-1914	1	X10 -9043-005 APPR-580	161,840.00	200,902.41	187,538.41	85.00	159,407.65	161,840.00		2,432.35CR
234-1915	1	RRS -0005-013 APPR-138	1,800.00	91.20	91.20	90.00	82.08	82.08		
234-1916	1	RRS -9031-001 APPR-138	1,800.00	105.00	105.00	90.00	94.50	94.50		
234-1917	1	RRS -9276-001 APPR-138	1,800.00	231.63	129.75	90.00	116.78	116.78		
234-1918	1	BROS-3400-010 APPR-117	20,800.00	26,878.32	26,343.04	80.00	21,474.43	20,800.00	674.43 B	
234-1919	1	BROS-3400-011 APPR-117	26,800.00	33,434.85	33,434.85	80.00	26,747.88	26,747.88		
234-1941	1	RRS -9189-001 APPR-138	720.00	876.47	876.47	90.00	788.82	720.00	68.82 B	
234-1956	1	M -0000-004 APPR-436	66,063.00	76,353.88	75,341.85	85.80	64,643.31	64,643.31		
234-1956	1#	M -9207-001 APPR-436	76,980.78	90,851.85	89,721.19	85.80	76,980.78	76,980.78		
234-1959	1	M -9282-002 APPR-436	224,727.29	263,886.47	261,428.24	85.80	224,305.43	224,311.86		6.43CR
234-1961	1	RRS -9186-001 APPR-138	450.00	571.38	571.38	90.00	514.24	450.00	64.24 B	
234-1992	1	RRS -A670-001 APPR-138	1,800.00	566.38	256.13	90.00	230.52	230.52		
235-1966	1	BROS-3500-001 APPR-117	16,080.00	10,778.45	10,778.45	80.00	8,622.76	8,216.68		406.08
236-1954	1#	RRO -0005-037 APPR-685	6,271.20	7,215.95	6,968.00	90.00	6,271.20	6,271.20		
236-1964	1#	SOS -3600-001 APPR-680	25,594.49	29,840.84	29,840.84	85.77	25,594.49	25,594.49		
236-1987	1	BROS-3600-002 APPR-114	31,200.00	34,452.61	34,452.61	80.00	27,562.09	27,562.09		
301-1961	1#	M -4950-001 APPR-432	1,130.55	1,381.58	1,381.58	81.82	1,130.55	1,130.55		

	234	1909	932	00	P	1						180.71	
			101	P1								705.28	
			** JOB TOTALS **					**		**		705.28	**

DAIRY CREEK (PINE RD) BR CONT NO # FA PROJ NOS BRO5(W00008 100 STATE

234	1910	205	00	P	1		1,256.49			
234	1910	902	00	N	9				25,794.75CR	
234	1910	903	00	N	9				4,738.42	
234	1910	904	00	N	9				19,[illegible]	
234	1910	905	00	P	1	Project Manager			6,057.[illegible]	
234	1910	906	00	P	1	Payment to Local Government	2,040.16CR		1,401.[illegible]	
234	1910	907	00	P	1	FINAL DESIGN			4,714.[illegible]	
234	1910	908	00	P	1				14.82	TO 927
234	1910	910	00	P	1	REGION GEOLOGY.			275.[illegible]	
234	1910	911	00	P	1	TRAFFIC SECTION			201.[illegible]	
234	1910	914	00	P	1	REGION-UTILITY LIAISON			234.74	
234	1910	915	00	P	1	AUDIT SERVICES	64.08		64.08	
234	1910	918	00	P	1	Location			42.01	

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS SEPTEMBER 1984 PAGE 788

DESCRIPTION	PREFIX	FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
	234	1910	920	00	P	1 Program Section		100.00	
	234	1910	921	00	P	1 Specifications		1,330.31	
	234	1910	922	00	P	1 Administrative Services		79.59	
	234	1910	923	00	P	1 Environmental Section		8.42	
	234	1910	926	00	P	1 Structural Foundation		64.42	
	234	1910	927	00	P	1 Free Bridge Design County		4,235.48	
	234	1910	929	00	P	1 R/W Utility Engineer		4,178.29	4197.11
	234	1910	932	00	P	1		44.20	
	234	1910	933	00	P	1 Surface Design Engineer		344.31	
	234	1910	937	00	P	1 Hydraulics		1,892.08	
			101	P1			720.59CR	25,270.03	
			** JOB TOTALS **				** 720.59CR **	25,270.03	**

WASH CO PVMT MRKG PROJ 2 CONT NO # FA PROJ NOS PHS 0005112 100 STATE

234	1911	226	00	N	9			19,562.57CR	
234	1911	902	00	N	9			19,562.57	
234	1911	903	00	P	1			2,[illegible]	
234	1911	905	00	P	1			10,724.[illegible]	
234	1911	907	00	P	1			18.00	
234	1911	920	00	P	1			142.23	
234	1911	921	00	P	1			3,000.15	
234	1911	922	00	P	1			324.06	
		101	P1					19,562.57	
		** JOB TOTALS **					**	19,562.57	**

FA PROJ NOS M10 8067002 100 M10 8067002 STATE

9695

May 29, 1984

United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

CON 5
#9695

Gentlemen or Ladies:

On May 24, 1984, we wrote to you concerning release of final payment on Contract No. 9695 awarded to Douglas S. Coats, Inc. for work on the West Fork Dairy Creek Bridge Section of the Pihl Road in Washington County.

Final payment on this contract is $500.00 and the total contract amount is $138,724.49. No work was performed under force account.

Sincerely,

Robert W. Cormsen
COMMISSION SERVICES

kjm
cc: Douglas S. Coats, Inc.
PO Box 311
Bend, OR 97709

bc: C. O. Fredrickson
Walt Hart
E. L. Hardt

9695

TO BE COMPLETED BY FHWA	U.S. Department of Transportation Federal Highway Administration	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 4-141	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	State Oregon
PROJECT REPORT NUMBER	4-12-84	County Washington
MODIFICATION NUMBER 1		Project Number BROS-3400(9)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 11 , 19 83 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 158,136.00	$ 165,608.00
Federal funds	$ 126,508.00	$ 133,486.00 132,486.00
Other revisions		

This modification is made for the following reasons:

To include increase in construction costs and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 12th day of April , 19 84 .

Oregon State Highway Division
(Official name of Highway Agency)

By Henry A. Pitts

Manager, Program Section
(Title)

~~By~~ XX For H. S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen. File

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON, MARCH 27, 1984

FEDERAL AID PROJECT NO. BROS-3400(9)

West Fork Dairy Creek Bridge
Phil County Road
Washington County

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE X080
Structure, Br. No. 13250A (Sta. 4+63 to Sta. 5+50)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Class B or C Asphalt Concrete	40.00	300	$12,000.00	417	$16,680.00
		Subtotals	$12,000.00		$16,680.00

Increase	$ 4,680.00
Subtotal of Prev. Estimate	139,327.00
Subtotal	$144,007.00
Engineering	21,601.00
Total	$165,608.00

Length of Structure - - - - - - - - - - 0.016 Mi.

Federal Funds (80.0%) - - - - - - - -	$132,486.00
County Funds - - - - - - - - - - - -	33,122.00
Total	$165,608.00

Group 1 - 100%
Contract No. 9695
Prefix: 234-1910
Prefix: 234-1092

RHZ:mld

9613

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NO. 10-67	**FEDERAL-AID PROJECT AGREEMENT** 10-11-83	Oregon County Washington Project No. BROS-3400(9)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

West Fork Dairy Creek Br. on Pihl Rd.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-6-83	0.016
OTHER *(Specify)*		

FUNDS PRO RATA 80.0%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 158,136.00	$ 126,508.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

XXX By For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Date executed by
Division Administrator OCT 11 1983

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon September 6, 1983

Federal-Aid Project No. BROS-3400(9)

West Fork Dairy Creek Bridge
Pihl County Road
Washington County

PROJECT AGREEMENT ESTIMATE

Type Code X080
Structure, Bridge No. 13250A (Sta. 4+63 to Sta. 5+50)

Mobilization		All Required		$	8,000.00
Temporary Protection and Direction of Traffic		All Required			100.00
Temporary Signs	85	Sq. Ft.	6.00		510.00
Temporary Barricades	6	Each	50.00		300.00
Clearing and Grubbing		All Required			2,500.00
General Excavation	540	Cu. Yd.	6.00		3,240.00
Toe Trench Excavation	30	Cu. Yd.	6.00		180.00
Finishing Roadbed and Slopes		All Required			500.00
1"-0 Aggregate Base	1,250	Ton	11.00		13,750.00
Class "B" or Class "C" Asphalt Concrete	300	Ton	40.00		12,000.00
12-inch Culvert Pipe	46	Lin. Ft.	20.00		920.00
Guard Rail, Type 2A	100	Lin. Ft.	14.00		1,400.00
Guard Rail, Type 3	100	Lin. Ft.	24.00		2,400.00
Guard Rail Anchors, Type 1	4	Each	400.00		1,600.00
Rail End Pieces, Type C	4	Each	80.00		320.00
Extra for Asphalt Approaches	8	Each	50.00		400.00
Loose Riprap, Class 50	90	Cu. Yd.	15.00		1,350.00
Delineators, Type 2	6	Each	22.00		132.00
Delineators, Type 4	4	Each	15.00		60.00
Bridge Removal Work		All Required			7,000.00
Structure Excavation	60	Cu. Yd.	8.00		480.00
Furnish Pile Drive Equipment		All Required			2,000.00
Furnish HP 10X42 Steel Piling	1,083	Lin. Ft.	18.00		19,494.00
Drive Steel Piles	985	Lin. Ft.	1.00		985.00

Structural Concrete, Class 3300 (58 Cu. Yd.)		All Required			13,000.00
4'x40'/45' Prestressed Slabs	14	Each	2,400.00		33,600.00
Reinforcement (5,000 lbs.)		All Required			2,500.00
Metal Rail with Tubing	187	Lin. Ft.	38.00		7,106.00
				$	135,827.00

Anticipated Items

Permanent Pavement Striping		All Required		$	1,500.00
Temporary Erosion Control		All Required			1,500.00
Roadside Seeding & Mulching		All Required			500.00
				$	3,500.00
			Subtotal	$	139,327.00
			Engineering		18,809.00
			Total	$	158,136.00

Length of Structure 0.016 mi.

Federal Funds (80%)	$	126,508.00
County Funds		31,628.00
Total	$	158,136.00

Group 1 100%
Contract No. 9695
Prefix: 234-1910
Prefix: 234-1092

W. Fk. Dairy Cr. Br.
Nonparticipating-State Work

Single Mailbox Supports	1 Each	100.00	$	100.00

*** FINAL REPORT ***

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: West Fork Dairy Creek Bridge		WEEK ENDING: January 20, 1984
		SECTION PREFIX: 234-1092
HIGHWAY: County Road (Pihl Road)		COUNTY: Washington
NAME OF JOB: West Fork Dairy Creek Bridge	KIND OF WORK: Grading, Paving & Structure	
CONTRACTOR: Douglas S. Coats, Inc.	CONTRACT NUMBER: 9695	FEDERAL AID PROJECT NUMBER: BROS-3400(9)
DATE OF CONTRACT: August 16, 1983	DATE WORK STARTED: October 6, 1983	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS: 100	WORK DAYS USED: 100
	SPECIFIED CALENDAR DAYS:	CALENDAR DAYS USED: 100
PROJECT AUTHORIZATION: $ 158,306.40	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 100
EXCLUSIVE OF ENGINEERING: $ 145,753.47	ENGINEERING AUTHORIZATION: $ 12,552.93	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 138,620.57	ENGINEERING COST TO DATE: $ 21,500.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN . . . . . 4.9 %	PERCENT OF AUTHORIZATION . . . . . 171 %	DATE PROJECT WAS COMPLETED: December 7, 1983

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100	N/A		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	.07	.07			.09
MILES PARTIALLY COMPLETED	.07	.07			.09
MILES COMPLETED	.07	.07			.09
TOTAL ESTIMATED QUANTITIES (CONTRACT)	540 C.Y.	1,250 Ton			300 Ton
TOTAL QUANTITIES CORRECTED TO DATE	517 C.Y.	1,171 Ton			418 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	517 C.Y.	1,171 Ton			418 Ton
AVERAGE DAILY QUANTITIES (This Week)	0 C.Y.	0 Ton			0 Ton
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0 C.Y.	0 Ton			0 Ton
NUMBER OF SHIFTS PER DAY	0	0			0
HOURS PER SHIFT	0	0			0

EQUIPMENT USED DURING THE WEEK:

None.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	13250A							
PERCENT	100							

JANUARY	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 15	Clear, Cold	0		
MONDAY 16	Clear, Cold	0		
TUESDAY 17	Clear, Cold	0		
WEDNESDAY 18	Clear, Cold	0		
THURSDAY 19	Clear, Cold	0		
FRIDAY 20	Cloudy, Cold	0		
SATURDAY 14	Clear, Cold	0		

RECEIVED
JAN 24 1984
CONSTRUCTION SECTION

JANUARY	GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK
SUNDAY 15	No activ ty January 14, 1984 through January 20, 1984.
MONDAY 16	
TUESDAY 17	
WEDNESDAY 18	
THURSDAY 19	
FRIDAY 20	
SATURDAY 14	

REMARKS

STATUS TO DATE: The project was completed on December 7, 1983.

The semi-final estimate has been submitted.

The Third Notification has been submitted.

This will be the FINAL REPORT for this project.

SIGNED _____ LOCATION Beaverton

Howard R. Harris, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP°F216

9675 — 234-1910

ORIGINAL

11-3-83

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

STATE	FEDERAL AID PROJECT NO.
Oregon	BROS-3400(8)
PROGRAM APPROVED	VOUCHER PERIOD From: 12/21/81 To: 7/5/83

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$23,794.74	$23,794.74	80%	$19,035.79	$19,035.79	$ 0.00

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

Oregon *State Highway Agency*

By _____ 11/3/83

Controller *Authorized Officer* *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $ _____

Amount Approved $ _____

SIGN ORIGINAL COPY

_____
Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	Dairy Creek (Pihl Road) Bridge Section County Road in Washington County					
	Preliminary Engineering Type Code P.E. State					
	Total Participating Project Cost	All Required			$23,794.74 $23,794.74	
	Prepared based on Participating Costs as shown on Federal Billing as of 11/10/83.					
	AMOUNT CARRIED FORWARD					

PREFIX	GRP FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC	FEDERAL SHARE	AMOUNT PREV CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
231-1956	1	RRS -4720-001 APPR-138	1,800.00	17.40	17.40	90.00	15.66	15.66		
231-1960	1	BROS-3100-005 APPR-117	19,040.00	4,083.85	4,083.85	80.00	3,267.08	2,998.20		268.88
233-1935	1#	PMS -000S-077 APPR-140	237.30	237.30	237.30	100.00	237.30	237.30		
233-1940	1	BROS-3300-002 APPR-117	17,856.00	19,621.72	19,621.72	80.00	15,697.38	15,697.38		
234-1901	1	RRP -9049-001 APPR-139	1,800.00	981.19	981.19	90.00	883.07	883.07		
234-1902	1	BROS-3400-003 APPR-117	23,600.00	15,449.94	15,271.71	80.00	12,217.37	12,217.37		
234-1903	1	BROS-3400-004 APPR-117	16,400.00	20,922.75	20,432.61	80.00	16,346.09	16,346.09		
4-1904	1	BROS-3400-007 APPR-117	23,600.00	29,223.84	29,223.84	80.00	23,379.07	23,379.07		
234-1905	1	HES -9097-001 APPR-141	7,245.00	8,012.02	8,012.02	90.00	7,210.82	7,210.82		
234-1906	1#	BROS-3400-005 APPR-117	9,958.74	12,459.94	12,448.43	80.00	9,958.74	9,958.74		
234-1907	1	BROS-3400-006 APPR-117	21,040.00	23,838.34	23,682.24	80.00	18,945.79	18,945.79		
234-1908	1	RRP -9055-001 APPR-139	1,800.00	155.83	155.83	90.00	140.25	140.25		
234-1909	1	RRP -000S-033 APPR-139	1,800.00	785.38	785.38	90.00	706.84	706.84		
234-1910	1*	BROS-3400-008 APPR-117	19,035.79	23,794.74	23,794.74	80.00	19,035.79	19,035.79		
234-1911	1	PMS -000S-112 APPR-140	22,400.00	19,562.57	19,562.57	100.00	19,562.57	19,562.57		
234-1912	1	X10 -9067-002 APPR-772	75,000.00	28,490.13	27,947.82	85.00	23,755.65	22,167.07		1,588.58
	2	X10 -9067-002 APPR-580	75,000.00	86,238.09	86,238.09	85.00	73,302.38	73,302.38		
234-1912		PREFIX TOTALS	150,000.00	114,728.22	114,185.91		97,058.03	95,469.45		1,588.58
234-1913	1	X10 -9022-008 APPR-580	178,500.00	117,692.85	117,692.85	85.00	100,038.92	99,477.31		561.61
234-1914	1	X10 -9043-005 APPR-580	170,000.00	156,736.85	156,736.85	85.00	133,226.32	96,176.84		37,049.43
234-1915	1	RRS -000S-013 APPR-138	1,800.00			90.00				
234-1916	1	RRS -9031-001 APPR-138	1,800.00	17.40	17.40	90.00	15.66	15.66		
234-1917	1	RRS -9276-001 APPR-138	1,800.00	17.40	17.40	90.00	15.66	15.66		
234-1918	1	BROS-3400-010 APPR-117	16,800.00	111.10	111.10	80.00	88.88			88.88
234-1919	1	BROS-3400-011 APPR-117	26,800.00			80.00				
234-1941	1	RRS -9189-001 APPR-138	720.00	876.71	876.71	90.00	789.04	720.00	69.04 B	

DESCRIPTION		PREFIX	FUNCTION	SUB	F	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
	234	1908	298	00	N	9			140.25	
	234	1908	905	00	P	1			136.07	
	234	1908	920	00	P	1			19.76	
			TOT	P1					155.83	
			** JOB TOTALS **				**	**	155.83	**
OERR XING @ MERLO RD	CONT NO		FA PROJ NOS RRP 0005033 100							STATE
	234	1909	296	00	N	9		152.64CR	676.71CR	
	234	1909	298	00	N	9		152.64	676.71	
	234	1909	905	00	P	1			49.50	
	234	1909	914	00	P	1			332.34	
	234	1909	920	00	P	1			15.52	
	234	1909	927	00	P	1			7.20	
	234	1909	932	00	P	1	33.48	117.80	320.81	
			TOT	P1			33.48	117.80	785.38	
			** JOB TOTALS **				33.48 **	117.80 **	785.38	**
DAIRY CREEK (PIHL RD) BR	CONT NO		* FA PROJ NOS BRO5340008 100							STATE
	234	1910	296	00	N	9	2,315.79CR	4,065.84CR	23,806.18CR	
	234	1910	297	00	N	9		1,590.39	4,770.39	
	234	1910	298	00	N	9	2,315.79	2,475.45	19,035.79	
	234	1910	901	00	P	1			6,058.27	
	234	1910	905	00	P	1		146.43	4,713.06	
	234	1910	906	00	P	1			18.82	
	234	1910	910	00	P	1			275.96	
	234	1910	911	00	P	1			204.65	
	234	1910	914	00	P	1			334.74	
	234	1910	918	00	P	1			42.01	
	234	1910	920	00	P	1			100.00	
	234	1910	921	00	P	1	34.55CR	917.89	1,330.31	
	234	1910	922	00	P	1		24.34	67.59	
	234	1910	923	00	P	1			54.47	
	234	1910	926	00	P	1		30.88	4,235.48	
	234	1910	927	00	P	1		47.17	4,178.29	
	234	1910	932	00	P	1	22.68CR		44.70	
	234	1910	933	00	P	1			344.31	
	234	1910	937	00	P	1			1,892.08	
			TOT	P1			57.23CR	1,166.71	23,794.74	
			** JOB TOTALS **				57.23CR**	1,166.71 **	23,794.74	**
WASH. CO PVMT MRKG PROJ 2	CONT NO		* FA PROJ NOS PMS 0005112 100							STATE
	234	1911	296	00	N	9			19,562.57CR	
	234	1911	298	00	N	9			19,562.57	
	234	1911	901	00	P	1			5,585.88	
	234	1911	905	00	P	1			10,724.25	
	234	1911	907	00	P	1			18.00	

9695

5

September 16, 1983

CON 5

#9695

Douglas S. Coats, Inc.
P. O. Box 311
Bend, OR 97709

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 9695 for work on the West Fork Dairy Creek Bridge Section of Pihl Road in Washington County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

Enclosure

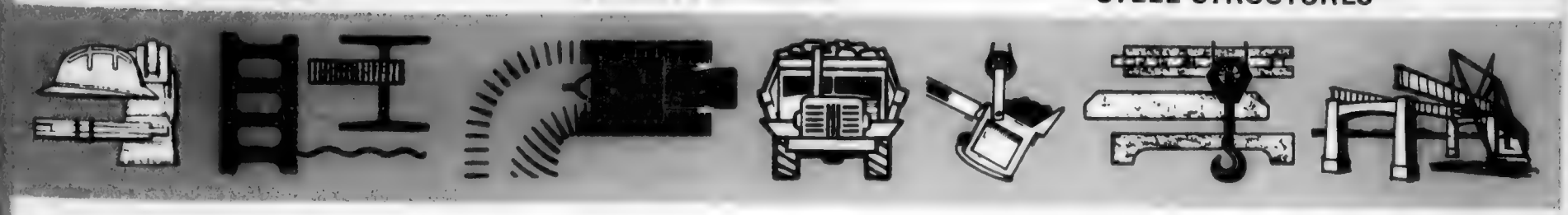
P.S. As mentioned in our phone call to your office on 9-8-83, your copy of the contract includes a xerox copy of the Performance Bond. We kept the original with the Office Copy.

cc: United Pacific Insurance Co.
825 N.E. Multnomah, Suite 300
Portland, OR 97232

United Pacific Insurance Co.
Bond Department
33405 - 8th Avenue So. C-3000
Federal Way, WA 98003

bc: C. T. Keasey
Walt Hart
Robert Church
Jan Peterson
E. L. Hardt
Howard Harris

BRIDGES STREETS & ROADS STEEL STRUCTURES



DOUGLAS S. COATS, INC.

P.O. BOX 311 • BEND, OREGON 97701 • (503) 382-7330

August 1, 1983

Office of Commission Services
Room 121
Transportation Building
Salem, Oregon 97310

RE: West Fork Dairy Creek Bridge #9695

Gentlemen:

In accordance with contract specifications, the following MBE firm will be utilized on subject contract to satisify our MBE goal of 2% of the contract price.

HOPSING CONSTRUCTION, INC.

Bid Item			
12.	Guard Rail, Type 2A	100 LF @ 14.00	$1,400.00
13.	Guard Rail, Type 3	100 LF @ 24.00	2,400.00
14.	Guard Rail, Anchor Type1	4 ea. @ 400.00	1,600.00
15.	Rail End Pieces, Type C	4 ea. @ 80.00	320.00
18.	Delineators, Type 2	6 ea. @ 22.00	132.00
19.	Delineators, Type 4	4 ea. @ 15.00	60.00
20.	Single Mail Box Supports	1 ea. @ 150.00	150.00
29.	Metal Rail w/ Tubing	187 LF @ 39.00	7,293.00
		TOTAL	$13,355.00

8/4/83 Sallie paid us & accept due & mark date.

Sincerely,

W.M. Farr P.E.

RECEIVED
AUG - 4 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

P. marked 8-1-83

cc Kay Turner

~~7/4/83~~

~~7/18/83~~

~~8/5/83~~

~~8/10/83~~

Job Files

W. Fk Dairy Cr Br Sec
Pihl Rd
Washington Co.

Norm Rindal
648-8876
Washington Co.
re: Dairy Creek
Toad Bids

TO Don Trout

DATE 8/12/83 TIME 10:54

WHILE YOU WERE OUT

Norm Rindal CALLED

OF Wn. County Dept. of Public Works

PHONE 648-8876

TELEPHONED		IN PERSON TO SEE YOU	
PLEASE CALL		WANTS TO SEE YOU	
WILL CALL AGAIN		RETURNED YOUR CALL	

MESSAGE Flood plain alleviation has been approved for Pihl and West Dairy Creek bridge crossings

If you have questions, he can be reached at above number on Monday

TAKEN BY ja

FORM CS 51619

1425

~~7/4~~ ~~7/6/83~~

~~7/18/83~~

~~8/5/83~~

~~8/10/83~~

Job Files

W. Fk Dairy Cr Br Sec
Pihl Rd
Washington Co.

Norm Rindal
648-8876
Washington Co.

re: Dairy Creek
Tank Bids

July 28th

August 2, 1983 PRO

Washington County
Board of Commissioners
150 North First
Hillsboro, Oregon 97023

Attn: Mr. Larry Rice
Director of Public Works

Gentlemen:

On July 28, 1983 the Highway Division received a satisfactory bid from Douglas S. Coats Inc., P.O. Box 311, Bend, Oregon 97709 for the W. Fork Dairy Creek (Pihl Rd.) Bridge Section. This is highway bridge replacement project #BROS-3400(9). Based upon the contractor's bid the County's advance deposit will be:

Contractor's Bid	$ 136,977.00
Permanent Pavement Striping	1,500.00
Temp. Erosion Control	1,500.00
Roadside Seeding and Mulching	500.00
4 1/2% Contingencies	6,276.47
9% Engineering	12,552.93
Total Construction Cost	$ 158,306.40
Est. P.E. Costs	19,000.00
Est. Total Project Cost	$ 177,306.40
County's share is 20% of $177,306.40	$ 35,461.28
Less County advance deposit for P.E.	3,180.00
	$ 32,281.28

Rec'd F-16-83 Award Contract same

By rounding the County's advance deposit it will be $32,280.00.

We Will award the contract when we receive your advance deposit, which should be in this office no later than August 19, 1983.

You may use one of the three options for payment described in the attachments.

Sincerely,

Gary A. Potter, Manager
Program Section

HR:bkb
Attachments
bcc: w/AD #83-61: Region 1 Federal-Aid Engineer, Jon Rose
Vern Skoog - Please return completed AD #83-61 when advance deposit is received.

9015

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

1-6-83

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BROS-3400(9)		
2. STATE PROJECT NO. See below		
3. FROM Dale E. Wilken, Division Administrator FHWA - Oregon Division	4. PROGRAM NO.	2A. COUNTY NAME Washington
	5. ITEM NO. 20024	

6. TO

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
7-6-83	Non Federal aid	County Road

10. GENERAL LOCATION:

West Fork Dairy Creek Br. (Phil Rd.) Section

11. GENERAL DESCRIPTION OF WORK

Structure

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☒ CONSTRUCTION -- ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Potter's letter of 7/5/83, you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $184,900 Federal funds $147,920 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

I accept the certification of Mr. Rod Henry dated 4/12/83 that provisions of FHPM 7-5-1 have been complied with.

RECEIVED
STATE HWY ENGR
JUL 15 '83
REFER TO
FOR

Orig to 7/15

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
7/6/83	D. K. Swanson	for Division Administrator

Info	Inves	F/D	R	Design	Ct	File

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9695

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO

Date: June 29, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 20024
Project No. BROS-3400(9)
W. Fk. Dairy Creek Bridge Sec.
Washington County

Attached data consists of PR-1 forms with project maps.

It is the Oregon State Highway Division's present intention to receive bids for this project on July 28, 1983.

DRH:bks
Attachments

cc: E.L. Hardt (Metro)
Jon Rose (Metro)
Robin Brooks (Metro)
Ken Husby w/att.
General Files

Form 734-3122

Budget Bureau No. 41-R2067; Approval

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

U.S. DEPART BUREA

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

June 29, 1983

CARD 2 | REPORT NUMBER (10)(20) | PROJECT LOCATION (45 typewriter spaces) (21) Co. Rd. 1/4 mi. N.E. of Manning (66) | ADT | PRESENT 630 | FUTURE ---- (69)(70) | YEAR ---- (71)(72) | REGION 10 | STATE NAME Oregon | STATE CODE 4 (23)

CARD 3 | CHARACTER OF PROPOSED WORK (35 typewriter spaces) (28) One Structure (62) | NATL. FOREST (63)(65) | FM ROUTE NO. (66)(68) | SUPV AGCY (69)(70) | DA CLASSIF. (72) | DA AREA (73) | EMERG. YR. (72) | PL. AUTH YR (73)(74)(75) | PROJECT NUMBER: PREFIX LETTER(S) (14) BROS- (28) | NUMBER (7) 3400 | SEQ. NO. (9)

CARD | CLASS OF FEDERAL FUNDS: Bridge Replacement (Optional 20%-Off-System/On-System) | COUNTY NAME: Washington (11)(16) CODE 067 | NAME OF URBAN AREA (17-31) ---- | ROUTE NO. N | FEDERAL-AID Non | STATE (32) Co. Rd. (36)(37) | U.S. ---- (41)

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE (43 46)	STEP (53)	TERMINI (Full description)	MILES (54)(58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS (80%) (67)(76)	STATE FUNDS	OTHER FUNDS (County)
1	(10-15)	(16)	(41)	(42)								
5					PE							
5					ROW		Br. No. 13250					
5					CONST (CODE) X080		"W. Fk. Dairy Creek Bridge Sec."	0.094	179,800	143,840		35,960
								0.094	179,800	143,840		35,960

(16) (23)(24) (39)

CARD 1 | CODE 1 | PREPARED BY: DRH | PROJECT TOTALS

1 | 14 | PROGRAM APPROVAL DATES: 12-8-81; 3-1-83

REMARKS

Additional Data: Item No. 20024; Proje No. BROS-3400(8).

234-1910

USCOMM

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

O.

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

June 29, 1983

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Co. Rd. 1/4 mi. N.E. of Manning	ADT	630	----	----	10	Oregon	41	114	20024

PROPOSED WORK (35 typewriter)	NATL. FOREST	FA ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	I. Projects Only DESIG.
ructure								BROS-	3400	(9)		

FUNDS
lacement (Optional 20%-Off-System/On-System)

AREA

COUNTY NAME: Washington — CODE: 067

ROUTE NO. N — FEDERAL-AID: Non — STATE: Co. Rd. — U.S.: ----

PROGRAM STAGE: [ ] 1 OR [ ] 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (80%)	STATE FUNDS	OTHER FUNDS (County)	CHARACTER OF PROPOSED WORK (Full description)
PE								
ROW		Br. No. 13250						
CONST (CODE) X080		"W. Fk. Dairy Creek Bridge Sec."	0.094	179,800	143,840		35,960	
ED BY DRH		PROJECT TOTALS	0.094	179,800	143,840		35,960	

ESTIMATED PROJECT COST BY PHASES

N APPROVAL DATES
12-8-81
3-1-83

REMARKS
Additional Data: Item No. 20024; Project No. BROS-3400(8).

USCOMM DUSC0000-DC 48908-P61

W. Fk. Dairy Creek Bridge Section

Remarks continued:

Project Data: Construct on improved alignment one prestressed concrete slab span bridge (No. 13250A) 87 feet long with horizontal clearance of 27 1/2 feet, grade approach roadways as required, place riprap as directed, install guardrail at each end of bridge and perform incidental work common to this type of project. Remove existing bridge.

Maintenance and Accommodation of Utilities: State-County agreement No. 7544 complying with Section 116, Title 23 USC and paragraph 6d(1) of PPM 30-4.1 (FHPM 6-6-3-2) was executed 10-12-81.

Note: 1) Project is in Congressional District No. 1.
2) Existing structure has a sufficiency rating of 13.0.
3) Included in FY '82 AP in January 1982 HIP on page 73.

Section W. Fk. Dairy Creek Bridge Programming Estimate $ _____

Highway Co. Rd. (Hall Road) Proj. Length 0.09 mi.

County WASHINGTON Completion Time 100 CD

Kind of Work Grading, Paving, Structure Est. Comp. Date Dec. 6, '83

Prefix 234-1910 Letting Date July 28, '83 Project No. BROS-3400(9)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 159,426.00

Anticipated Additional Items:

Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	1,500	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control	1,500	
State Furnished _____		
Roadside Seeding & Mulching	500	
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x ____ hrs.)		
State Responsibility for Damages		
Signal Controller Testing		
"OPTICOM" Testing		
Bikeway Signs		
Bikeway Striping & Legend		
_____		
_____		
_____		
_____		
_____		
Adjust Utilities:		
_____		
_____		
		$ 3,500.00
Subtotal		$ 162,926.00
Contingencies (4-1/2%)		7,331.67
Engineering (8, (9,) 10%)		14,663.34
~~Subtotal~~		$
Credit for _____		
Estimated Net Authorization, Construction		$ 184,921.01

APPROVED County 20% = 36,984

B Jon Rose 6-28-83
Road Design Engineer

Rev. 11/81

SUMMARY--BID SCHEDULE [illegible]

OREGON STATE HIGHWAY DIVISION

Section	Co	Sheet of
W. Fk. Dairy Creek Bridge	WASH.	1 2
Kind of Work	**Length**	**Date**	**Name**
Grading, Paving and Structure	0.09 mi.	4-5-83	Bricher

No.	Item	Code	Unit	Quant.	Unit Cost	Total
1	Mobilization		All	All	-	15,000-
2	Temporary Protection and					
	Direction of Traffic		All	All	-	600-
3	Temporary Signs		Sq. Ft.	85	6-	510-
4	Temporary Barricades		Each	6	70-	420-
	ROADWORK					
5	Clearing and Grubbing		All	All	-	1,500-
6	General Excavation		Cu. Yd.	540	5-	2,700-
7	Toe Trench Excavation		Cu. Yd.	30	10-	300-
8	Finishing Roadbed and Slopes		All	All	-	1,000-
9	1"-0 Aggregate Base		Ton	1,250	7-	8,750-
10	Class "B" or Class "C"					
	Asphalt Concrete		Ton	300	38 50	11,550-
11	12-inch Culvert Pipe		Lin. Ft.	46	14-	644-
12	Guard Rail, Type 2A		Lin. Ft.	100	15-	1,500-
13	Guard Rail, Type 3		Lin. Ft.	100	25-	2,500-
14	Guard Rail Anchors, Type 1		Each	4	300-	1,200-
15	Rail End Pieces, Type C		Each	4	85-	340-
16	Extra for Asphalt Approaches		Each	8	100-	800-
17	Loose Riprap, Class 50		Cu. Yd.	90	15-	1,350-

734-1736 (8-81)

OREGON STATE HIGHWAY DIVISION

ation W. Fk. Dairy Creek Bridge	County NASH.	Sheet of 2 2	
nd of Work	Length 0.09 mi.	Date 2-23 4-3 '83	Name Brichet

No.	Item	Code	Unit	Quant.	Unit Cost	Total
18	Delineators, Type 2		Each	6	20⁻	120⁻
19	Delineators, Type 4		Each	4	15⁻	60⁻
20	Single Mailbox Supports		Each	1	100⁻	100⁻
	STRUCTURE					
21	Bridge Removal Work		All	All	-	10,000⁻
22	Structure Excavation		Cu. Yd.	60	15⁻	900⁻
23	Furnish Pile Driving Equipment		All	All	-	12,000⁻
24	Furnish HP10x42 Steel Piling		Lin. Ft.	1,083	14⁻	15,162⁻
25	Drive Steel Piles		Lin. Ft.	985	2⁻	1,970⁻
26	Structural Concrete, Class 3300 (58 C.Y. @ $300)		All	All	-	17,400⁻
27	4' x 40'/45' Prestressed Slabs		Each	14	2,800⁻	39,200⁻
28	Reinforcement (5,000 lbs. @ $0.50)		All	All	-	2,500⁻
29	Metal Rail with Tubing		Lin. Ft.	187	50⁻	9,350⁻
					Struct. sub T.	108,482⁻

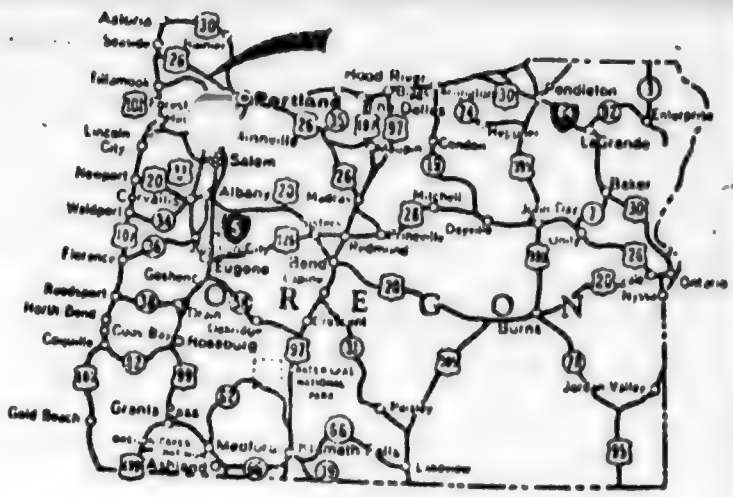
734-1736 (8-81)

JSED PROJECT

1675

AS REVISED

EEK BRIDGE SEC.
PIHL ROAD)
TON CO



From Metro: JON ROSE — Date: 6-20-83

To: [redacted] Traffic Region I Accounting

Comment: Here are approved plans for the Pihl Road Bridge (Raised roadway & alignment)

Metro Staff comments were sent to you June 6.

Please note and advise the Bridge section. Jon Rose

COPY

APPROVED AS NOTED

Michael A Bown

For WASHINGTON COUNTY

Date June 16, 1983

OJECT

o. 6150

RECEIVED JUN 9 1983 PUBLIC WORKS WASHINGTON COUNTY

TO Jon Rose

FROM Randy L Lagoe Bridge coordinator

SUBJECT Pihl Road Bridge. DATE 6/16/83

MESSAGE

Approved As noted. The metal pipe will have to have a concrete collar around the ends. And also Pongratz will should be used As A Detour Route if possible

SIGNED Randy L Lagoe

PROGRAM SECTION MANAGER [illegible] PROJECT UNIT ✓

JUN 20 1983

MAN. ASSIST. ..... PROGRAM UNIT .....

REFER TO LDC GOV

FOR .....

REPLY

9615

6-16-83

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typical Sections
2A	Temporary Protection & Direction Of Traffic
3B	Summary
3	Plan & Profile

STATE OF O

DEPARTMENT OF TR

STATE HIGHWA

PLANS FOR PROPOSE

W. FK. DAIRY CREE

CO. RD. (PIHL

WASHINGTON C

BEGINNING OF PROJECT
Sta. 2+00

S.7

E OF OREGON

OF TRANSPORTATION

IGHWAY DIVISION

FOR PROPOSED PROJECT

PRELIMINARY COPY
JUN 1 1983
SUBJECT TO CHANGE
FINAL DESIGN UNIT

W. Fk. Dairy Creek Bridge Sec. Co. Rd. (Pihl Road) Washington County				Sheet No. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

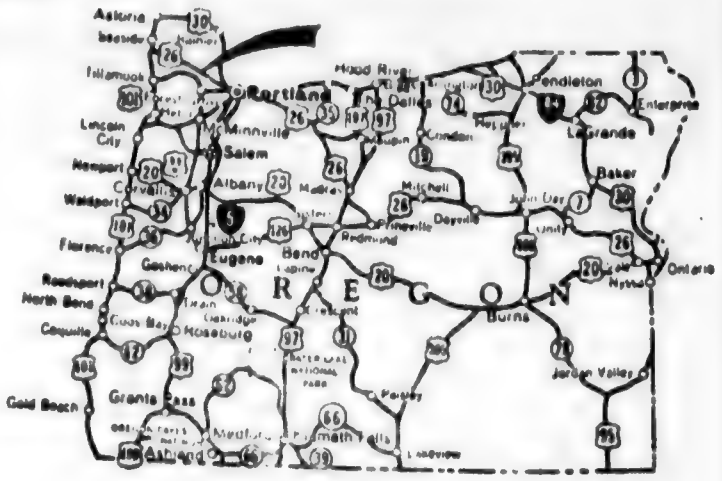
HOR (05)

No REVISED

CREEK BRIDGE SEC.

RD. (PIHL ROAD)

SHINGTON COUNTY



Sketch Map
600 1200 Feet

PRELIMINARY COPY
SUBJECT TO CHANGE

APPROVED AS NOTED

Michael A Brown

For WASHINGTON COUNTY

Date June 16, 1983

END OF PROJECT
Sta. 6+50

RECEIVED
JUN 9 1983
PUBLIC WORKS
WASHINGTON COUNTY

RECEIVED
JUN 23 1983
ROAD DESIGN SECTION

Versteeg
Anderson
Adams
Macnab
Stoudenmeyer
Terpin
Trout
Wakeelin

Do Not File
Return To
Bring Up ____/____/____
Action

REGISTERED PROFESSIONAL ENGINEER 4478 OREGON OCT 30 1980 H. S. COULTER

REGISTERED PROFESSIONAL ENGINEER 4858 OREGON MAY 12, 1980 EDGAR S. HUNTER

H. S. Coulter STATE HIGHWAY ENGINEER

E. S. Hunter ASSISTANT STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

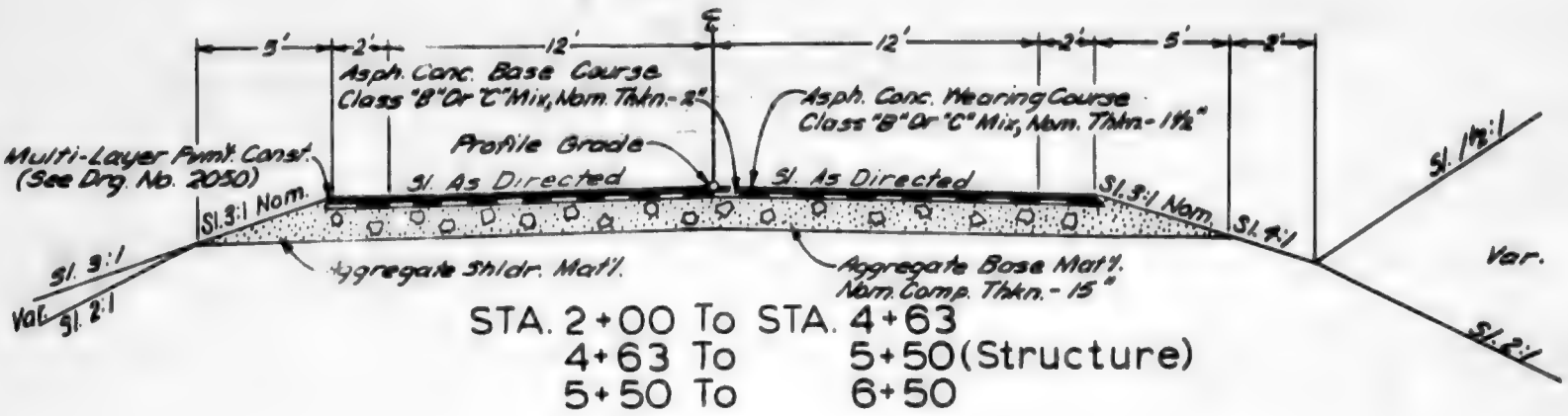
Anthony Yturri	CHAIRMAN
Tom Walsh	VICE CHAIRMAN
Peter J. Brix	COMMISSIONER
Robert F. Dwyer	COMMISSIONER
N. B. Giustina	COMMISSIONER
Fred D. Miller	DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

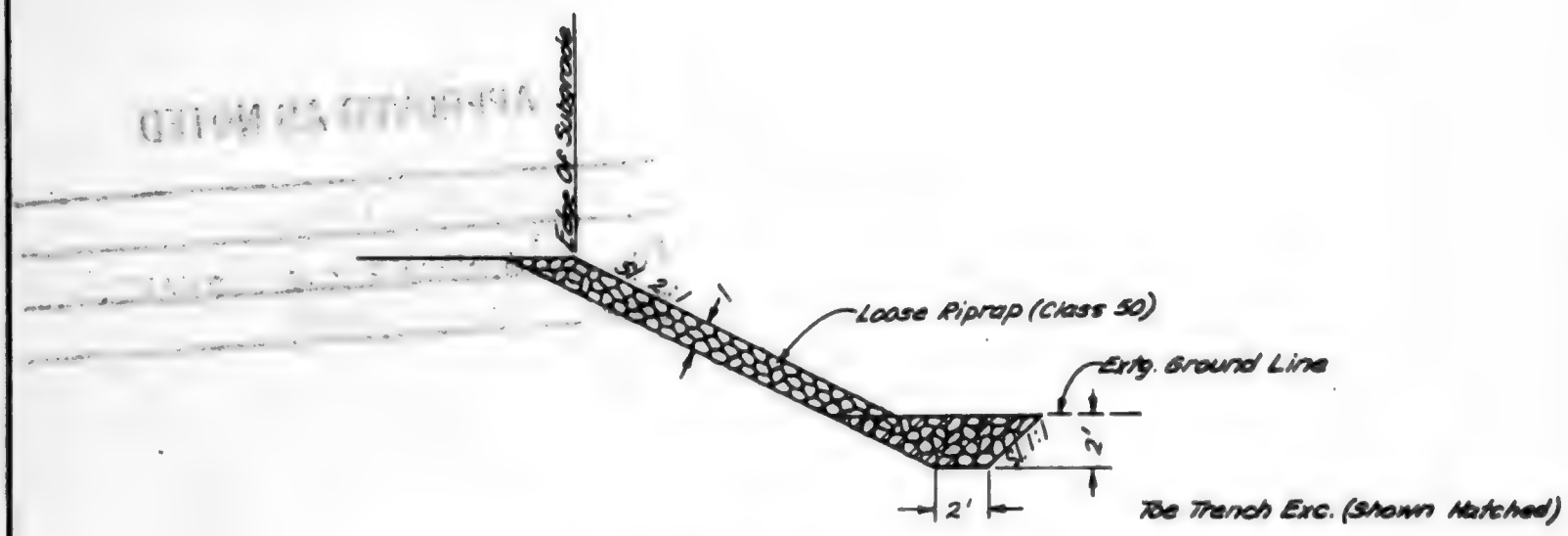
APPROVED:

FIELD OPERATIONS ENGINEER — DATE

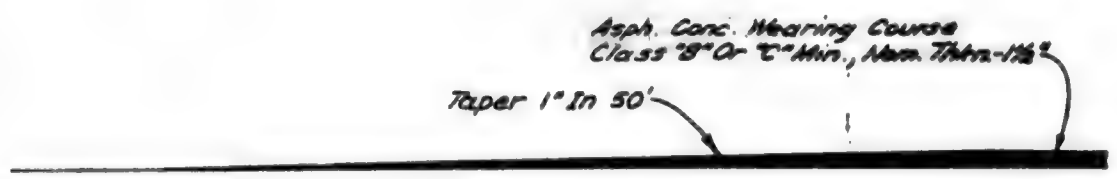
TYPICAL SECTION



STA. 2+00 To STA. 4+63
4+63 To 5+50 (Structure)
5+50 To 6+50



LOOSE RIPRAP AT BRIDGE ENDS



METHOD OF FEATHERING

No R/W Map

Mann, Read, Wetzel

W. FK. DAIRY CREEK BRIDGE SEC. CO. RD. (PIHL ROAD) WASHINGTON COUNTY				SHEET No. 2
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

9695

STATE OF OREGON

INTEROFFICE MEMO

DES 23
13250A

TO: E. L. Hardt
Metro Region Engineer

DATE: June 14, 1983

FROM: Kamal Kamadoli
Principal Structural Des. Engr.

SUBJECT:

Dairy Creek Bridge 13250A
West Fork Dairy Creek Bridge Section
Pihl Road(Co.Rd. 221)
Washington County

Attached are two reduced prints of Drawings 38255 through 38258 which are the revised advance detail drawings for the subject structure. These drawings have been revised to reflect the change in alignment, due to the change in the right-of-way.

Our present estimate of costs for the proposed contract is as follows:

Roadwork	$ 33,800
Structure	121,700
20% Engineering & Contingencies	31,100
TOTAL	$186,000

It is planned to call for bids on this section on July 28, 1983.

Please make a field review and return one set by June 27, 1983 with your comments and/or corrections noted.

JLG:smd

Attachments

cc Larry Rice /w/ 2 sets
H. A. Schell, FHWA /w/ 1 set
Construction /w/ 1 set
Utility Unit /w/ 1 set
Project Management
Engineering /w/ 1 set
Howard Harris /w/ 1 set

PROGRAM SECTION
MANAGER _____ PROJECT UNIT _____
JUN 15 1983
MAN. ASSIST. _____ PROGRAM UNIT _____
REFER TO LOC GOV
FOR _____

Contains Recycled Materials
81-125-1367

		234	1909	932	00 P 1	26.83		177.73		177.73	
				TOT	P1	26.83		177.73		582.30	
				** JOB TOTALS **		26.83	**	177.73	**	582.30	**
DAIRY CREEK (PIHL RD) BR	CONT NO			FA PROJ NOS BROS3400008 100							STATE
		234	1910	296	00 N 9	1,698.16CR		19,044.02CR		19,628.75CR	

5-83

DESCRIPTION	PREFIX	FUNCTION	SUB F. GP	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
	234 1910	297	00 N 9		2,862.00	3,180.00	
	234 1910	298	00 N 9	1,698.16	16,182.02	16,508.75	
	234 1910	901	00 P 1	1,563.43	5,983.01	6,007.14	
	234 1910	905	00 P 1		3,570.43	3,570.43	
	234 1910	906	00 P 1	9.00	18.82	18.82	
	234 1910	910	00 P 1		275.96	275.96	
	234 1910	911	00 P 1		93.62	195.32	
	234 1910	914	00 P 1		234.74	234.74	
	234 1910	918	00 P 1		42.01	42.01	
	234 1910	920	00 P 1			100.00	
	234 1910	921	00 P 1		347.92	347.92	
	234 1910	922	00 P 1	8.64	43.25	43.25	
	234 1910	923	00 P 1		36.60	54.47	
	234 1910	926	00 P 1		3,939.70	4,204.60	
	234 1910	927	00 P 1	4.80	3,346.33	3,346.33	
	234 1910	932	00 P 1		23.05	23.05	
	234 1910	933	00 P 1		344.31	344.31	
	234 1910	937	00 P 1		1,892.08	1,892.08	
		TOT	P1	1,585.87	20,191.83	20,700.43	
		** JOB TOTALS **		1,585.87 **	20,191.83 **	20,700.43 **	

24,700
3,300
17,000

9695

WASH. CO PVMT MRKG PROJ 2	CONT NO			* FA PROJ NOS PMS 000S112 100							STATE
		234	1911	296	00 N 9	2,579.26CR		18,414.63CR		19,121.15CR	
		234	1911	298	00 N 9	2,579.26		18,414.63		19,121.15	
		234	1911	901	00 P 1			4,962.84		5,583.88	
		234	1911	905	00 P 1	95.00		10,724.25		10,724.25	
		234	1911	907	00 P 1			18.00		18.00	
		234	1911	920	00 P 1			38.26		142.23	
		234	1911	921	00 P 1	453.92		3,000.15		3,000.15	
		234	1911	922	00 P 1			94.06		94.06	
				TOT	P1	548.92		18,837.56		19,562.57	
				** JOB TOTALS **		548.92	**	18,837.56	**	19,562.57	**
SUNSET HWY-SW JENKINS RD	CONT NO			FA PROJ NOS X10 9067002 100 X10 9067002							STATE
		234	1912	296	00 N 9	5,612.79CR		65,239.79CR		65,239.79CR	
		234	1912	297	00 N 9	466.42		11,678.33		11,678.33	
		234	1912	298	00 N 9	5,146.37		53,561.46		53,561.46	
		234	1912	901	00 P 1	2,330.94		21,273.94		21,273.94	
		234	1912	901	00 N 1	98.95		452.31		452.31	
		234	1912	902	00 P 1	29.00		2,572.10		2,572.10	

9695

120 ... Building
Sa... n, Oregon 97310

2-15-83

2034
Commission

...ention: Right-of-way Section

Subject: Federal Aid Project No. BROS-3400(8) Prefix 234-1910

Project Name Dairy Creek Bridge, #13250

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after Jaunuary 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidential charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Hillsboro, Oregon, this 15th day of March, 1983

County of Washington

Certified By:

Kenneth Rolfe
Regional Right-of-Way Supervisor
Date 3-24-83

Instructions: Complete A or B and C.
R/W File No. _____
Rev. 1/81

Wm Mullenbach
County Judge/Chairman

APPROVED WASHINGTON COUNTY
BOARD OF COMMISSIONERS
Commissioner
MINUTE ORDER # 83-135
DATE 3-15-83
Commissioner
BY Marilyn A. Gretsinger

PROGRAM MANAGEMENT SECTION
DHM ☐ DES ☐
SHM ☐ MJK ☐ DNH ☐
APR 6 1983
REFERRED TO_____
FOR _____
FILE: PM FA LG.

1475 — Wash. Co.

STATE OF OREGON

INTEROFFICE MEMO

TO: LYLE WATSON
Final Design Supervisor

DATE: March 7, 1983

FROM: CURT DUVAL
Location Manager

File: 234-1910

SUBJECT: West Fork Dairy Creek
Bridge Section
Pihl Road
Washington County

Attached is Sheet No. 3 for subject project showing the right-of-way required for subject project.

According to Tom Spear's (Washington County Right-of-way Coordinator) letter, (copy attached) the right-of-way for the project is clear. The abandoned railroad right-of-way belongs to the State, subject to the County road right-of-way.

pa

Attachment

Verzteeg
Anderson
Adams
Macnab
Stoudenmeyer
Terpin
Trout
Wakerlig

RECEIVED
MAR 11 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ____/____/____
Action

81-125-1307

Contains Recycled Materials

WASHINGTON COUNTY

ADMINISTRATION BUILDING – 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123

BOARD OF COMMISSIONERS
WES MYLLENBECK, Chairman
BONNIE L. HAYS, Vice Chairman
EVA M. KILLPACK
JOHN E. MEEK
LUCILLE WARREN

February 17, 1983

DEPT. OF PUBLIC WORKS
ROOM 201
(503) 648-8886

Curtis H. Duval
Location Manager
ODOT - Highway Division
9002 S.E. McLoughlin Blvd.
Milwaukie, Oregon 97222

Re: West Fork Dairy Creek Bridge Section
Pihl Road - Washington County

Dear Sir:

The abandoned railroad right-of-way is owned by the State of Oregon. However, it is subject to the County Road #221 (Pihl Road) right-of-way. So the necessary right-of-way for the bridge project has been acquired.

Yours very truly,

Tom Spear

Tom Spear
Right-of-Way Coordinator

TS:hs:1:2

PIPE DA
12"Culver
Corrugate
(Aluminun
Galv. Iron
Uncoated
Steel 0.0
Class III
Pipe Shal
Drg. No's.

(1) Sta. 3+60 Rt.
Const. Appr.
Drg. No. 2077

(2) Sta. 4+40 Lt.
Const. Appr.

(3) Sta. 4+85 To Sta. 6+72
Const. Guard Rail-100'(Type 3)(Total)
-100'(Type 2A)(Total)
(3A) Const. Anchor - 4 (Type 1)(Total)
(3B) Inst. End Piece-4 (Type C)(Total)
(Drg. No's. 2126, 2126A, 2126B & 2126D)

(4) Sta. 4+40 Lt.
Inst. 12" Culv. Pipe-46'
Tr. Exc. 5 C.Y.

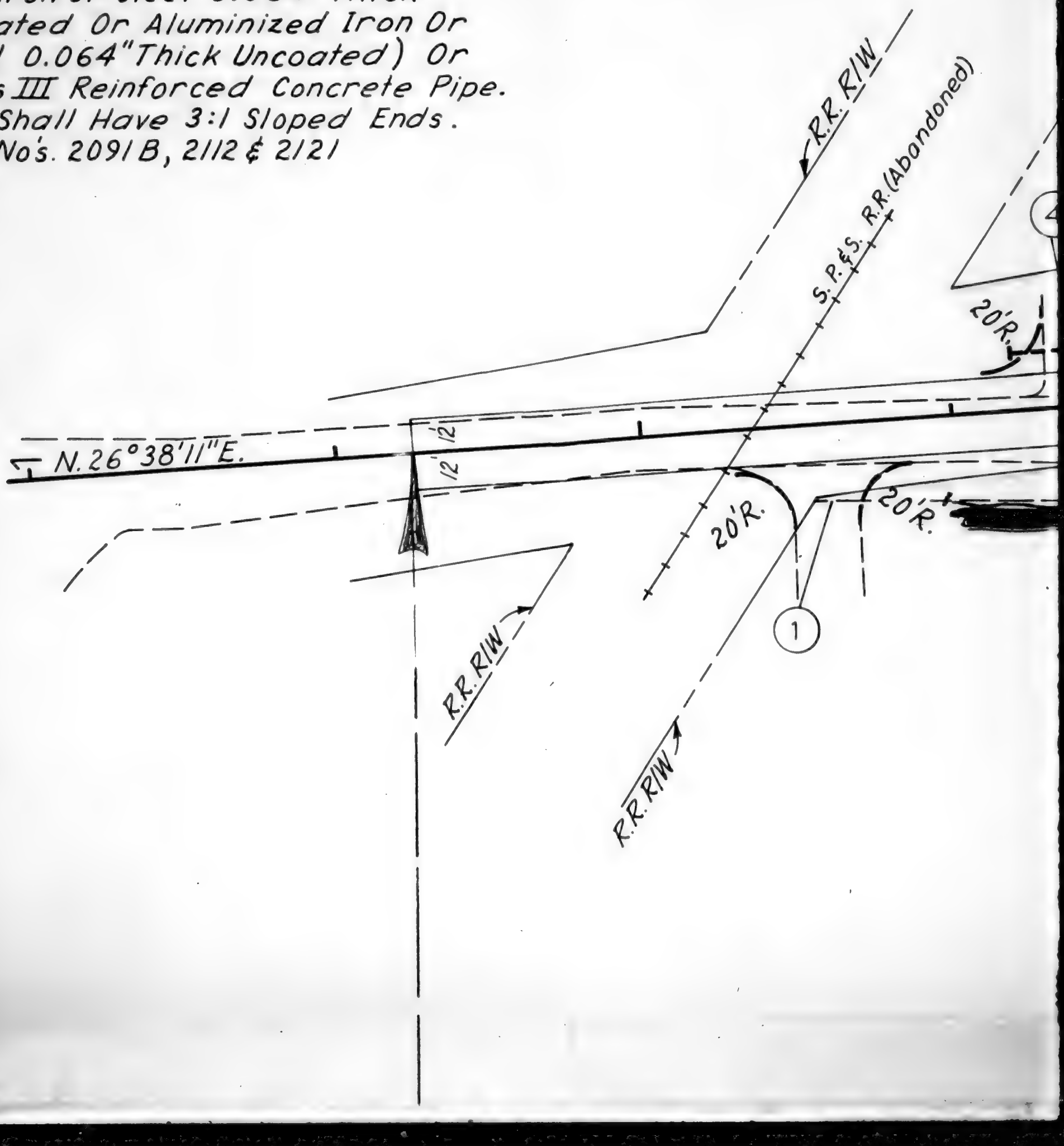
(5) Const. Road Conn.

(6) Remove Extg. Structure
Bridge No. 13250
Const. Bridge No. 13250A-87'
Rdwy. Width - 27'6"
(For Drg. No's., See Sheet 1)

(7) Const. Loose Riprap (Class 50), 42 C.Y. (Total)
Toe Tr. Exc. 30 C.Y. (Total)
(For Details, See Sheet 2)

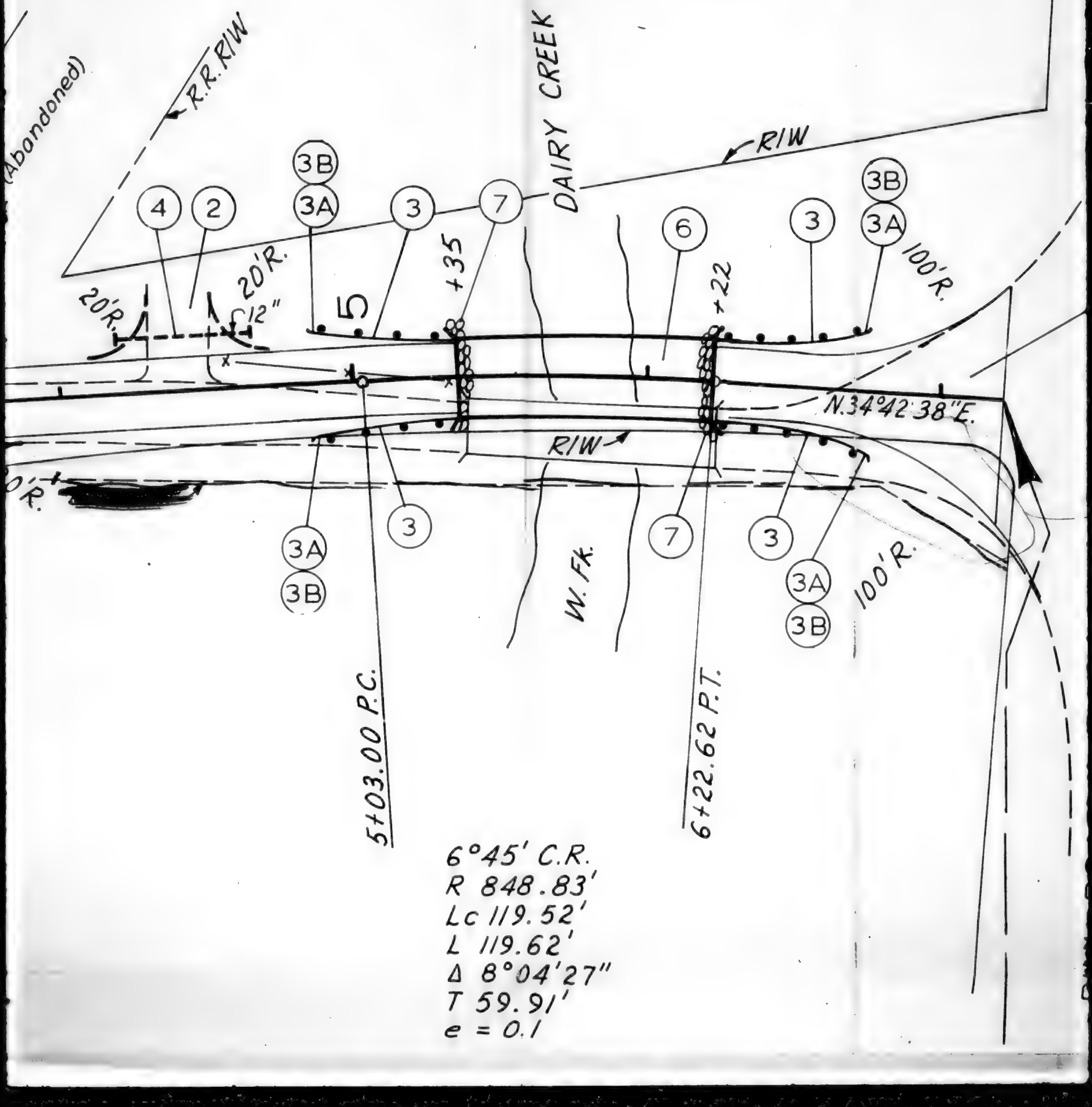
PIPE DATA :
12"Culvert Pipe Furnished Shall Be Corrugated(Annular Or Helical) Metal Aluminum, 0.060" Thick. Uncoated Or Galv. Iron Or Steel 0.064" Thick Uncoated Or Aluminized Iron Or Steel 0.064" Thick Uncoated) Or Class III Reinforced Concrete Pipe. Pipe Shall Have 3:1 Sloped Ends.
Org. No's. 2091 B, 2112 & 2121

Sec. 10, T.2



Also old
R/R Pr

c. 10, T.2N., R.4W., W.M.



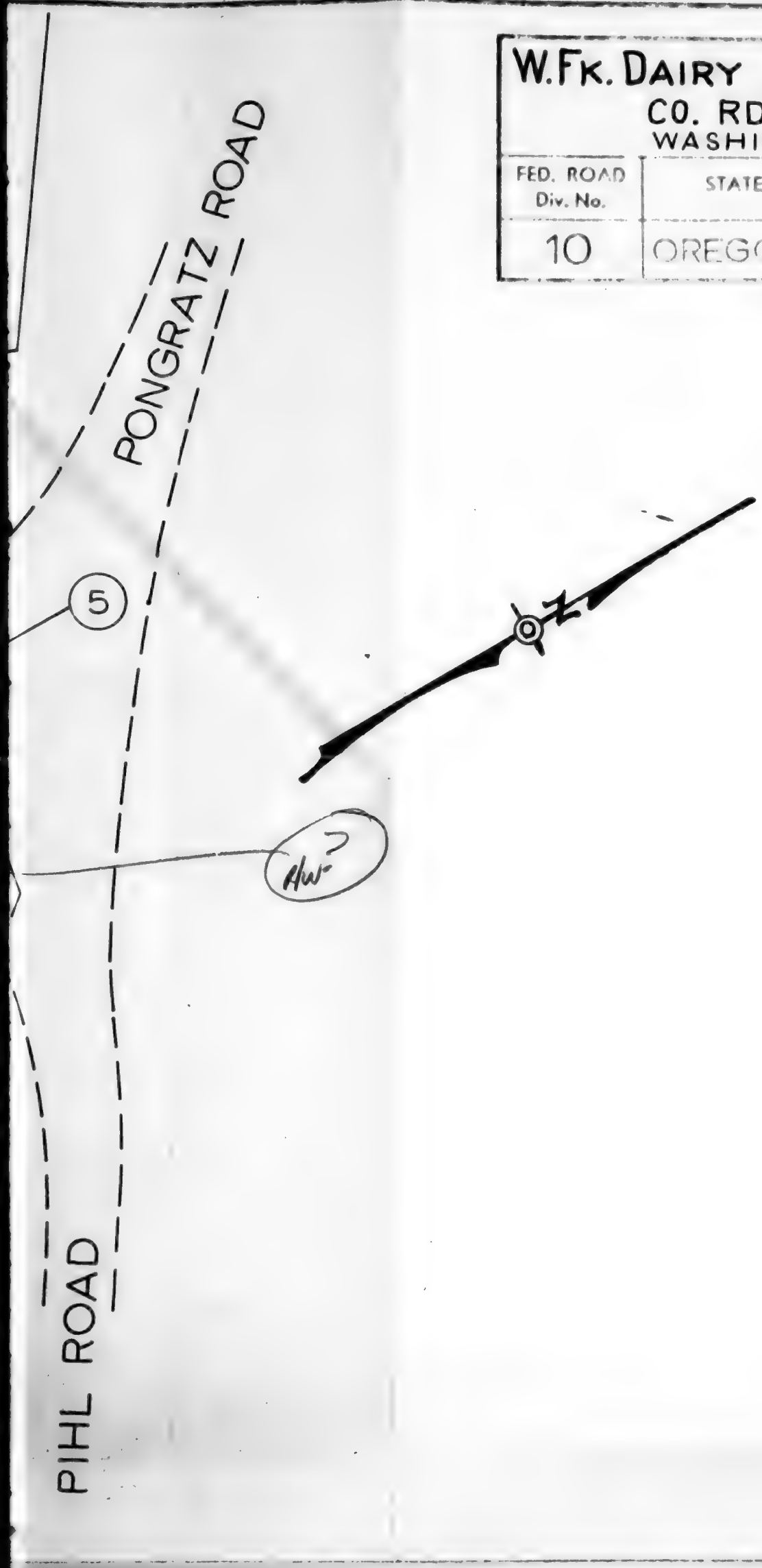
6°45' C.R.
R 848.83'
Lc 119.52'
L 119.62'
Δ 8°04'27"
T 59.91'
e = 0.1

old abandon
Property

W.Fk. Dairy Creek Bridge Sec.
Co. Rd. (Pihl Road)
Washington County

SHEET No. 3

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			*See Index*



1000

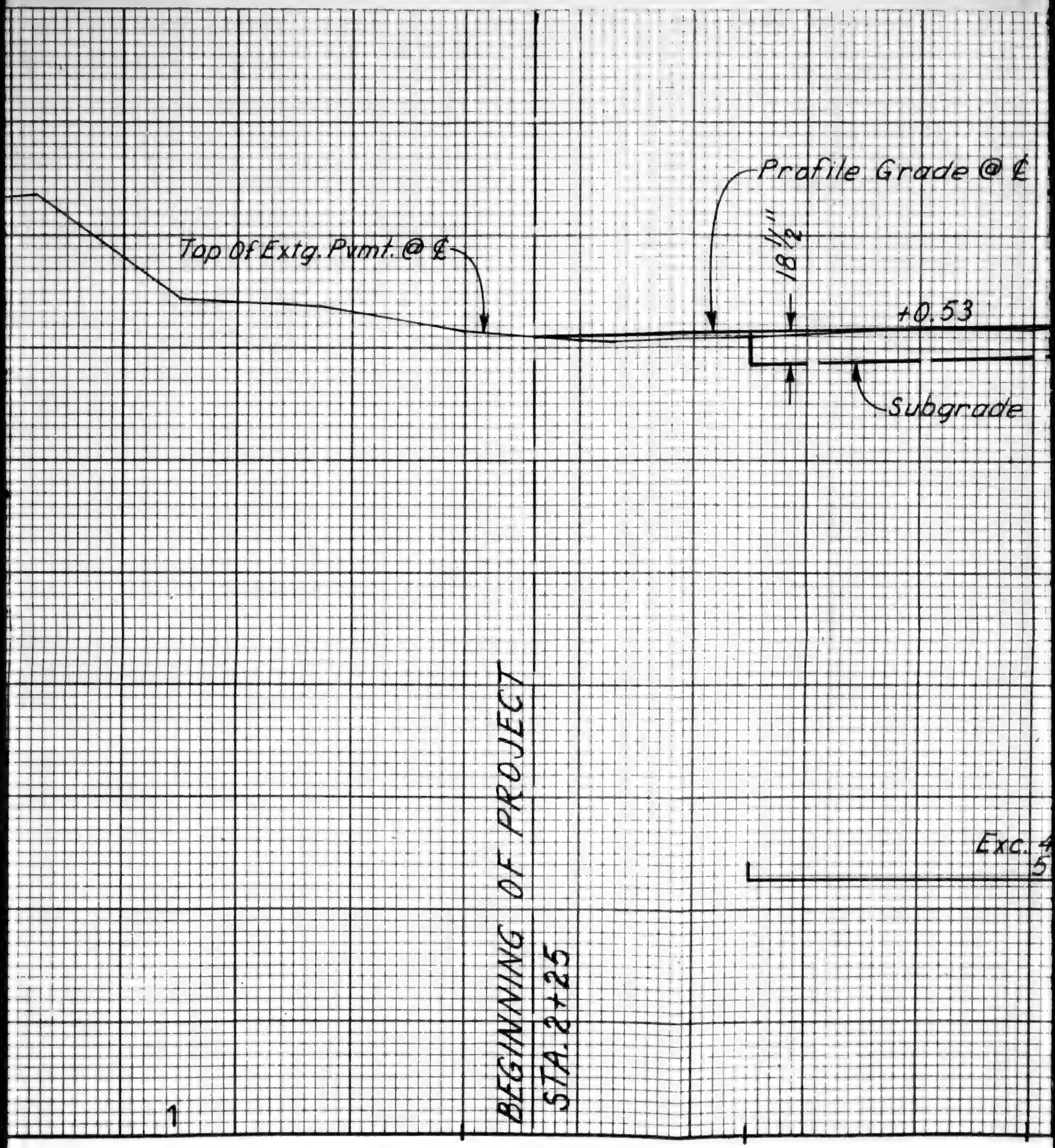
990

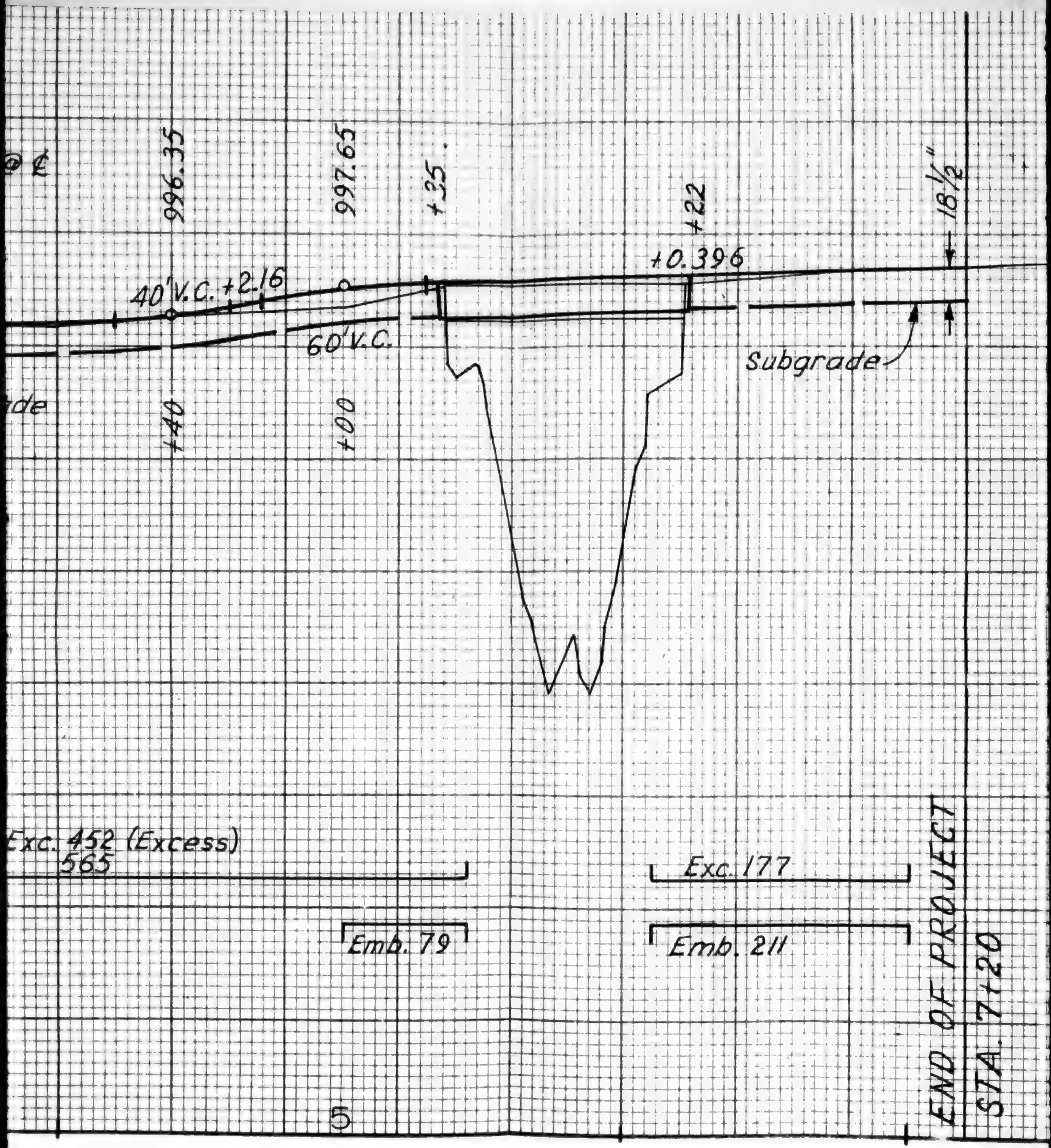
980

BRUNING 44-131 39557

FORM NO. 734-1705

BRIDGE DETAILS CHECKE


Profile Grade @ ℄
Top Of Extg. Pvmt. @ ℄
18½"
+0.53
Subgrade
BEGINNING OF PROJECT
STA. 2+25
Exc.
5


996.35
997.65
+35
+22
+0.396
18 1/2"
40' V.C.
+2.16
60' V.C.
Subgrade
+40
+00
Exc. 452 (Excess)
565
Emb. 79
Exc. 177
Emb. 211
END OF PROJECT
STA. 7+20

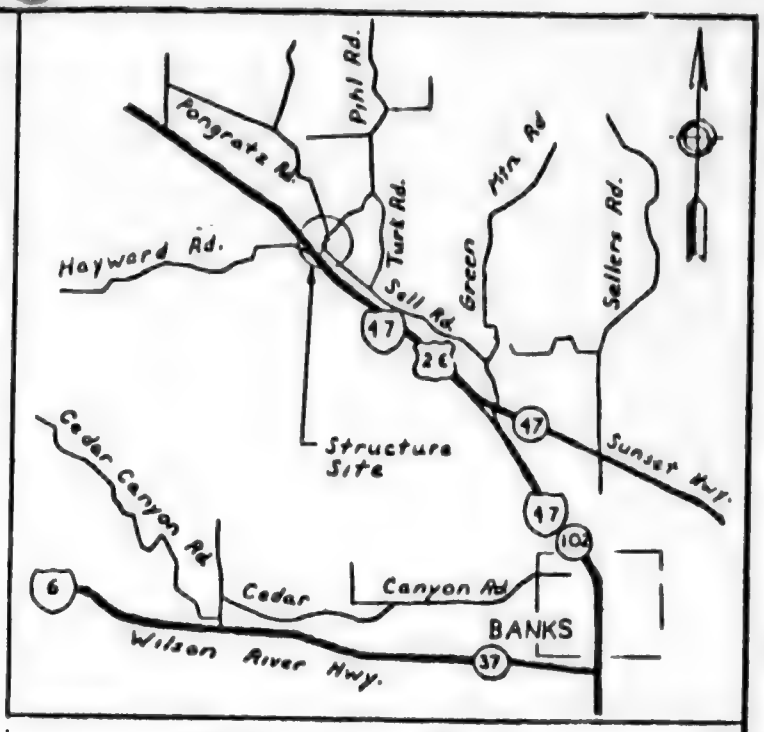
1000

990

980

HYDRAULIC DATA		
	Design Flood	Max. Flood (1964)
Discharge-C.F.S.	4800	6020
Frequency-Yrs.	25	80
H.W. Elev.-Ft.	995.9	996.3

ents are parallel.



VICINITY MAP

GRADE LINE DIAGRAM

From Metro

To Prof. JON ROSE

Proj. Mgmt. BUZ SWAN Traffic Region I Accounting

Date 3-2-83

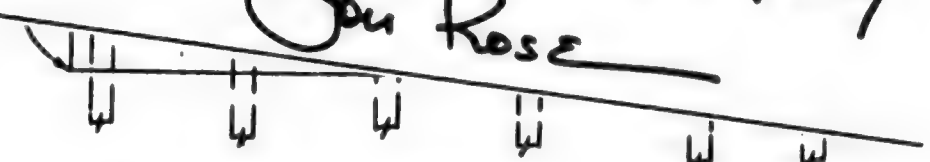
Comment: The attached plans have been approved by Washington County. Metro staff comments were sent to you 2-25-83. We do not yet have County approval of the grading & paving plans.

Jon Rose

3%

FEB 25 1983
PUBLIC WORKS
WASHINGTON COUNTY

Bottom of webwall is 3'± below existing ground line at bent ℄.



TYPICAL SECTION ~ INTERIOR BENT

Scale: ½"=1'-0"

APPROVED AS NOTED
Michael A Bonen
Operations Manager
For WASHINGTON COUNTY
Date 2-28-83

APPROVED:
P.E.
BRIDGE ENGINEER
P.E.
ASST. STATE HIGHWAY ENGINEER
DESIGNED
DRAWN T. Brewer
CHECKED
REVIEWED
REVIEWED
CALC. BOOK

DATE	REVISION

OREGON DEPARTMENT OF TRANSPORTATION
BRIDGE DESIGN SECTION

DAIRY CREEK BRIDGE
PIHL ROAD
WASHINGTON COUNTY

PRELIMINARY PLAN & ELEVATION

ACCOMPANIED BY DWGS.

DATE Dec. 29, 1982
BRIDGE NO. 13250A

SHEET 1 OF 1
DRAWING NO. 37864

WASH CO.

ROAD DESIGN SECTION DES 16

E.J. Dunn
Project Manager

January 7, 1983

N.E. Mann
Design Team Supervisor

Dairy Creek Bridge
Pihl Road
Washington County

Attached you will find a map with a line revision shown in green. The toes of slopes resulting from this line revision are highlighted in yellow. These slopes stay within what the county indicates is their R/W or easement lines.

You should note that the original centerline and our revised centerline are not tied to the right-of-way centerline. We could not find any data that tied these lines together. Therefore, our centerline is loose ended. If you can get us a tie, please do so.

Will you review this revised centerline with the county to see if they have any objectinns or modifications and advise me.

NEM:kg

cc: Curt Duval
John Read

Versteeg
Anderson
Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JAN 7 1983
ROAD DESIGN SECTION

Do Not File
Return To
Bring
Action

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 8

TO: F I L E

DATE: November 9, 1982

FROM: Gene M. Finley
Gene M. Finley
Hydraulics Design Engineer

SUBJECT: West Fork Dairy Creek Bridge
Pihl Road (Manning)
Washington County

The proposed project will replace an existing 84-foot long, six-span structure and will be located 50± feet upstream from the existing site.

HYDROLOGY

The west fork of Dairy Creek is a north-south tributary of the Tualatin River and drains an area of approximately 32.6 square miles above the proposed bridge site.

The Corps of Engineers supplied in formation pertaining to downstream discharges on the west fork of Dairy Creek and at the confluence of the east fork and the west fork of Dairy Creek for drainage areas of 46 square miles and 141 square miles, respectively. The following frequency vs. discharge was extrapolated from this data and represents the peak discharge at the bridge site.

Recurrence Interval	Peak Discharge
100-year	6,300 cfs
50-year	5,500 cfs
25-year	4,800 cfs
10-year	3,800 cfs
5-year	3,050 cfs

Mr. Rod Wanless, Bridge Supervisor for Washington County, indicated that the highest water he has seen in the last 20 years reached the tops of the existing pile caps. This highwater is estimated to have been at elevation 996.3 feet (assumed datum). According to recorded data from gage #14-2035, located on the Tualatin River 14± miles south of the bridge site, the largest flood in the last 20 years occurred December 22, 1964 with an estimated recurrence interval of 80 years. Based on this gage data, the highwater observed by Mr. Wanless was assumed to have been the 80-year flood with a peak discharge of 6,020 cfs (4,660 cfs under bridge and 1,360 cfs over roadway).

HYDRAULIC DESIGN

The 25-year flood of 4,800 cfs was chosen as the design flood with an estimated design highwater elevation of 995.9 feet (assumed datum).

To maintain this highwater elevation for the design flood, it is suggested that the profile grade in the sag area south of the existing structure not be raised.

Two structure types were investigated: a 65-foot, single-span structure with vertical abutments, and an 80-foot, two-span structure with 1-1/2:1 normal end slopes.

The 65-foot, single-span structure should have a normal waterway opening of 700 square feet below the design highwater elevation of 995.9 feet (assumed datum). Along the upstream embankments, the highwater would be 996.0 feet, which includes 0.1-foot of backwater. Average velocity through the structure would be 5.8 fps.

The 80-foot, two-span structure should have a normal waterway opening of 710 square feet (including the projected area of one 1.5-foot wide pier) below the design highwater elevation of 995.9 feet (assumed datum). Along the upstream embankments, the highwater would be 996.0 feet, which includes 0.1-foot of backwater. Average velocity through the structure would be 5.8 fps.

The following tabulation compares the proposed structures to the existing structure for the 10-, 25- and 100-year floods.

RIPRAP

For the 65-foot replacement structure, it is suggested that the toe of the vertical abutments be protected with a one-foot-thick blanket of class 50 loose riprap. A filter blanket will not be required.

For the 80-foot replacement structure, it is suggested that the fresh fill slopes be protected with a one-foot-thick blanket of class 50 loose riprap placed with a toe trench. A filter blanket will not be required.

GMF:ge
Attachments

cc Frank Terpin w/attachments
Walt Hart "
Jack Davis "
Herb Schell, FHWA "
Don Harwell "
Don Adams "
Ed Hardt "

PROGRAM MANAGEMENT SECTION
DHM ☐ DES ☐
SHM ☐ MJK ☐ DNH ☐
NOV 10 1982
REFERRED TO _____
FOR _____
FILE: PM FA LG.

	10-YEAR FLOOD (OVERTOPPING FLOOD - 3,800 cfs)			25-YEAR FLOOD (DESIGN FLOOD - 4,800 cfs)			100-YEAR FLOOD (6,300 cfs)		
	65-FOOT SINGLE-SPAN	80-FOOT TWO-SPAN	EXISTING CONDITION 84-FOOT SIX-SPAN	65-FOOT SINGLE-SPAN	80-FOOT TWO-SPAN	EXISTING CONDITION 84-FOOT SIX-SPAN	65-FOOT SINGLE-SPAN	80-FOOT TWO-SPAN	EXISTING CONDITION 84-FOOT SIX-SPAN
PEAK DISCHARGE	3,800 cfs	3,800 cfs	3,800 cfs	4,800 cfs	4,800 cfs	4,800 cfs	6,300 cfs	6,300 cfs	6,300 cfs
THROUGH STRUCTURE	3,800 cfs	3,800 cfs	3,800 cfs	4,100 cfs	4,100 cfs	4,100 cfs	1,520 cfs	1,500 cfs	1,580 cfs
ROADWAY OVERFLOW	0	0	0	700 cfs	700 cfs	700 cfs	4,780 cfs	4,800 cfs	4,720 cfs
DESIGN HIGHWATER ELEVATION (ASSUMED DATUM)	995.4 ft	995.4 ft	995.4 ft	995.9 ft	995.9 ft	995.9 ft	999.2 ft	999.2 ft	999.2 ft
HIGHWATER ELEVATION ALONG UPSTREAM EMBANKMENTS INCLUDING BACKWATER (ASSUMED DATUM)	995.4 ft	995.4 ft	995.5 ft	996.0 ft	996.0 ft	996.1 ft	999.2 ft	999.2 ft	999.2 ft
NORMAL AREA BELOW DESIGN HIGHWATER	680 sq ft	660* sq ft	700* sq ft	700 sq ft	690* sq ft	730* sq ft	750 sq ft	740* sq ft	780* sq ft
AVERAGE VELOCITY	5.6 fps	5.6 fps	5.1 fps	5.8 fps	5.8 fps	5.2 fps	2.1 fps	2.1 fps	2.1 fps

* Not including projected area of piers

HYDRAULIC DATA

	DESIGN FLOOD	INTERMEDIATE REGIONAL FLOOD	MAXIMUM FLOOD YEAR (1964)
Discharge - cfs / m^3/s	4800	6300	6020
Frequency – yrs.	25	100	80
H.W. Elevation Natural Channel ft. / m.	995.9	999.2	996.3
H.W. Elevation Channel Change ft. / m.			
Average Velocity fps / mps	5.8	2.1	6.0

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS:

OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

WEST FORK DAIRY CREEK BRIDGE

PIHL ROAD (MANNING)

WASHINGTON COUNTY

COMPILED BY:	DATE:
GENE M. FINLEY	NOVERBER 8,1982

ROAD DESIGN SECTION DES 16

E.J. Dunn
Project Manager

October 27, 1982

N.E. Mann
Design Team Supervisor

West Dairy Creek Bridge Section
Pihl County Road
Washington County

Verstaag
Anderson
Adams
Olson
Sullivan
Terpin
Trout
Wicklund

RECEIVED
OCT 28 1982
ROAD DESIGN SECTION

Do Not
Return To
Bring Up
Action

As mentioned in our recent telephone conversation you will want to review the toe-of-slope lines on the attached map with Washington County. These are shown in red.

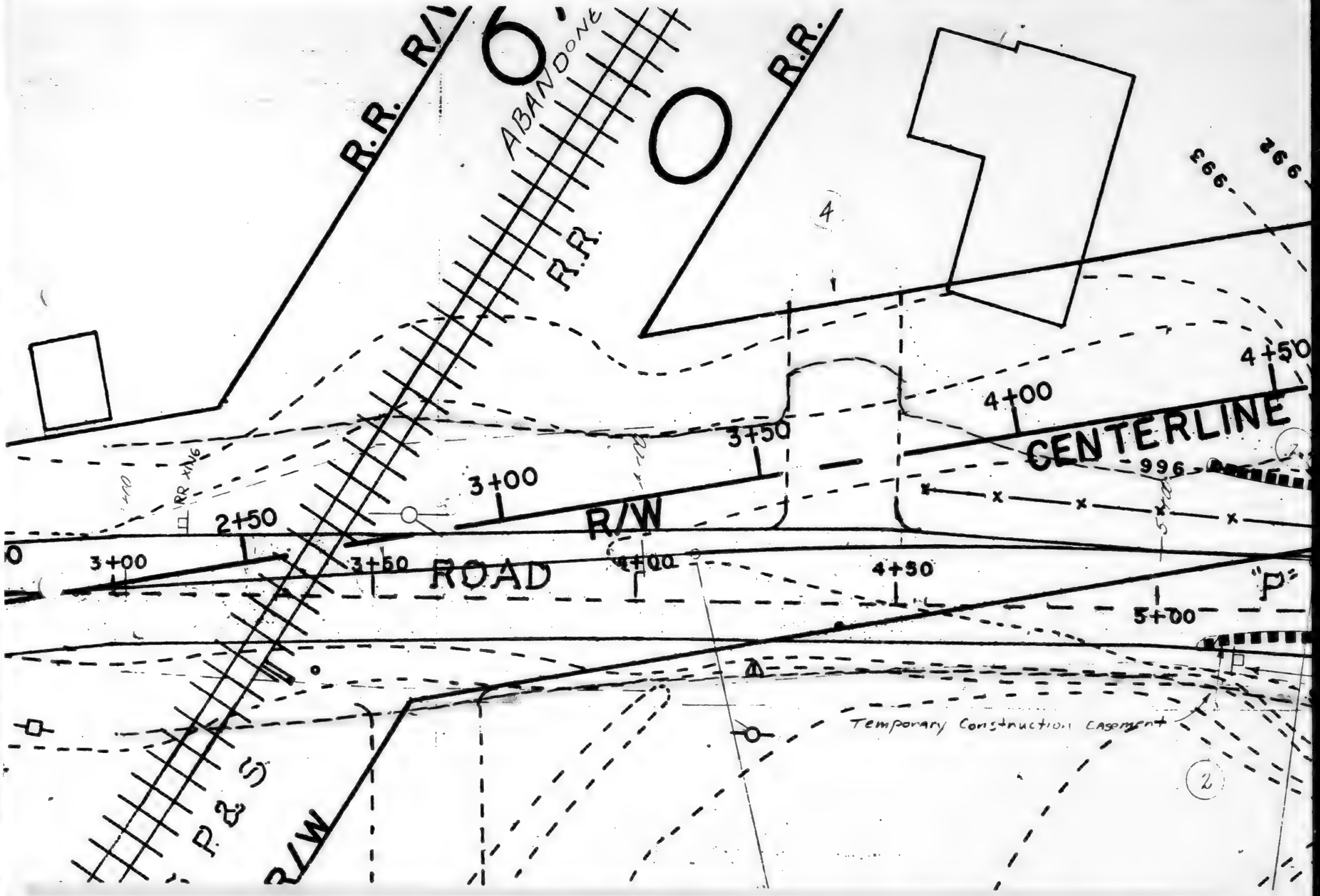
This is so that we may be assured that the proposed roadway and bridge construction is within the limits of the right-of-way.

Will you also obtain from the county the right-of-way and easement lines for this project. These will need to be shown on our construction plans.

Should you find it necessary to have a copy of the cross section give us a call and we will send you a copy.

cc: Ed Hardt
James McClure
Curt Duval
John Read

NEM:kg


R.R. R/W
ABANDONED
R.R.
R.R.
4
266'
266'
4+50
4+00
3+50
3+00
CENTERLINE
996
2+50
3+00
3+50
4+00
4+50
5+00
R/W
ROAD
"P"
Temporary Construction Easement
2
P & S
R/W

R.R. R/W

ABANDONED R.R.

R.R.

4

266

266

166

4+50

4+00

3+50

CENTERLINE

3+00

R/W

2+50

3+50

ROAD

4+00

4+50

"P"

5+00

996

Temporary Construction Easement

2

P & S

R/W

R/W

993 992 991 990 989 990 991

5+50 5+00 4+50

00

CENTERLINE

30

30

6+00

6+5

992 993

997

996

"P"

5+00

5+50

6+00

6+50

7+00

LINE

N 34°42'37"E

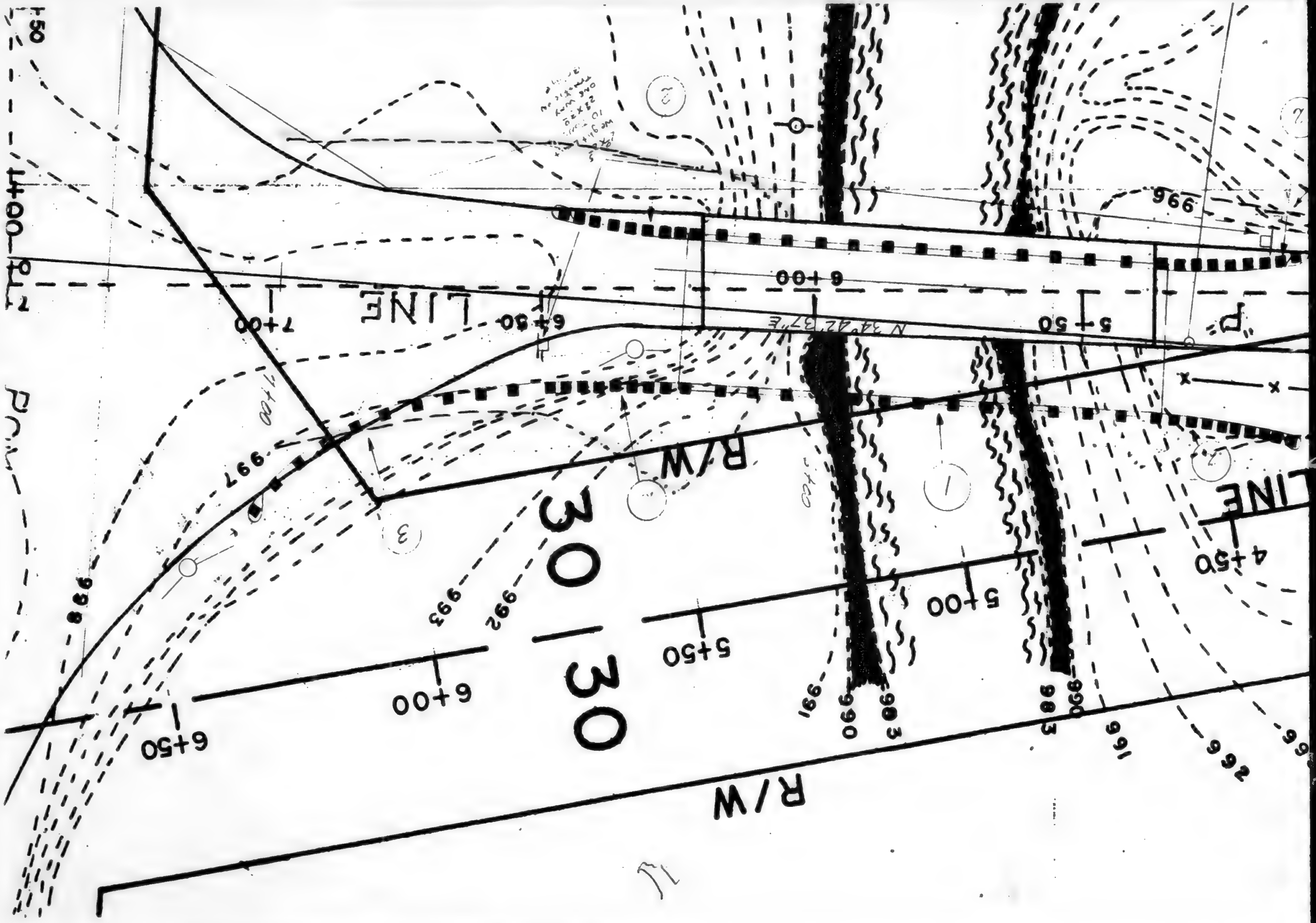
996

uction Easement

1

2

3


LINE
6+30
7+00
6+00
5+50
N 34°42'37"E
996
997
993
992
991
990
988
986
R/W
30
30
6+50
6+00
5+50
5+00
4+50
R/W

DAIRY CREEK BRIDGE
PIHL ROAD
WASHINGTON COUNTY

Prefix 234-1910
September 15, 1982

Report on Survey

PURPOSE: The purpose of this project is to replace the existing Dairy Creek Bridge on Pihl Road to improve traffic flow and safety for the motoring public.

FUNDING: This project is to be funded by the Highway Bridge Replacement Off-System.

EXISTING STRUCTURE: The existing structure is a deteriorating timber trestle bridge, 20' x 85', which is now a single lane due to the crumbling edges of the structure. Structure will be demolished under the contract..

PROPOSED STRUCTURE: We are proposing to use a 21" pre-stressed concrete slab structure, 28' x 90', in three 30' sections. Structure will be located slightly west of existing structure but not centered on the right-of-way as requested, due to an ownership dispute with adjacent property owner. Structure occupies station 5+34 to 6+24.

RIGHT-OF-WAY: There is presently a dispute with the adjacent property owner on the west side of the proposed structure. Washington County's right-of-way map of this area shows part of the owner's house and all of the front yard inside of right-of-way. New alignment will cause part of proposed structure and fill for new grades to be in this disputed area. Washington County will handle any right-of-way acquisition if required.

HORIZONTAL ALIGNMENT: The horizontal alignment was changed to give required access to the new structure. A bearing of N37°47'47"E was calculated from the split of the AC at 'P' station 1+00 to 'P' station $2+92^{75}$. This tangent was extended ahead from 'P' station $2+92^{75}$, 117^{63} feet to new P.C. at $4+10^{38}$. There is a 6°45' curve right, 119^{62} feet in length, ending in $5+30^{00}$ P.T. New structure is on a bearing of N34°42'37"E from 5+34 to 6+24. Alignment is then tapered ahead to match existing A.C.

VERTICAL ALIGNMENT: A flat finish grade of 998^{40} is proposed for the new structure, with a 50' sag vertical curve followed by a 50' crest vertical curve before the structure and a taper grade to match existing A.C. after the structure. We have assumed an elevation of 1000^{00} on a 3/4" I.R. west of Pihl Road at the railroad crossing.

SURFACING DESIGN: Exact design is unknown at this time. For preliminary design being used is as follows: 3" AC wearing coarse class "B" or "C"
15"coarse crushed aggregate base

HYDROLOGIC AND HYDRAULIC DATA: See enclosed checklist report.

STRUCTURE WATERWAY: The new structure is five feet longer than the existing structure. The existing structure opening is adequate for placement of new structure. The bottom grade of the new structure will match the existing structure at 996^{25}. After talking to local residents, a high water elevation of 993^{75} was established. This high water mark was in 1976 during a winter flood.

CHANNEL WORK: There will be no channel work other than that necessary to complete structure work.

GAME COMMISSION: Approval will be required by the State Fish & Wildlife Department as to the restrictions and guidelines for working in or near the stream bed.

GUARDRAIL: Guardrail will be required on all four corners of the structure. We propose 25' of Type 3 rail with Type C endpieces and Type 1 anchors. The northwest corner of the structure will have an extra 62.5 feet of Type 2A rail for slope protection.

MATERIAL SOURCES: The closest known borrow source is privately owned in Forest Grove, about 11 miles away.

PERMITS: All required permits for this project are to be obtained by Washington County. No agencies have been contacted by this office.

UTILITIES: There is only one utility pole inside the construction area. It will have to be moved. I have ordered a utilities report from Ted Inloes, Region Utilities Specialist. See Report.

DETOUR: Pihl Road will be closed during construction. A detour from Pihl Road onto Sell Road, onto Turk Road, then back to Pihl Road will be required to get around the construction area.

SIGNING: Washington County will be responsible for removal of existing signing and installation of permanent roadway signing after project is completed. Contractor will be responsible for temporary signing during construction of the project.

COST ESTIMATE: $232,146 This includes 30% for engineering and contin-

gencies but excludes any right-of-way acquisition that might be needed for the project. Al prices for bid items were obtained from Bruce Walton, Construction Cost Analysis, and Jim Chidsey, Bridge Section in Salem. Our estimate is over the original project assessment because the old roadway is to be obliterated and new roadbed built to match new alignment.

SPECIAL PROVISIONS: The structure will be designed by ODOT Salem Bridge Section.

Form E-[illegible] (Rev. 8-71) 1-275

Planning File No. 10035

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Dairy Creek (Pihl Rd.) Bridge

Date July 15, 19 82

Highway Pihl Road (County Road 221)

Authorization No. 1 - Revised

County Washington

Survey Prefix 234-1910
(Assigned by Salem office)

Description of termini, route, length, etc.:

Section 10,T1N, R2W. Bridge site is located on Phil Rd. just north of its intersection with Sunset Highway 47 at M.P. 47.46

Proposed:
Replace existing timber trestle bridge with a precast concrete structure. Realignment is required to center new bridge within existing R/W. Pihl Road can be closed during construction

Purpose of survey:

* State will perform field survey, prepare design, contract documents, advertise, and award contracts and provide construction engineering. Free county bridge design applies to this project as specified by ORS 369.210.

F.A. No. BROS-3400(8)

Estimate of cost: $186,000 (construction)
Funding: HBR Off-System
Class II (Statewide Categorical Exclusion)

Field Survey	(901)	5,000
Citizen Participation	(902)	
City or County	(903)	1,000
Consultant	(904)	
Final Design	(905)	2,500
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Description	(909)	
Soils & Geology	(910)	500
Traffic	(911)	
Landscape	(912)	
Liaison R/W	(913)	
Utility	(914)	
Final Audit	(915)	
Photogrammetry	(916)	
Location Studies	(918)	1,200
Engineering Graphics	(919)	
Office Engineer	(920)	100
Specifications	(921)	1,800
Administrative Services	(922)	100
Environmental	(923)	200
Foundation Exploration	(926)	3,500
Seminars	(950)	
Personal Leave	(960)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committee	(986)	
Free County Bridge Desig	(927)	5,000

* This statement changed from auth. #1

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

RECEIVED
AUG 05 1982
LOCATION SECTION

Total estimated cost of survey . . . . . $ 20,900

Previous authorization . . . . . .

Additional authorization requested . . . . .

Additional authorization approved (Salem) . .

Total all authorizations approved (Salem) . .

Requests made by:

C.H. DUVAL, Location Manager

Recommended for Approval:

J.D. MCCLURE, Project Development Manager

Recommended for Approval:

Location Engineer

Approved:

Assistant State Highway Engineer

SP-23604-[illegible]

December 31, 1981

ACC

Larry Rice
Director of Public Works
Washington County
150 N. First
Hillsboro, Oregon 97123

Dear Mr. Rice:

We have received Federal Highway Administration approval for the preliminary engineering phase of the Dairy Creek Bridge replacement project on Pihl Road in Washington County.

As specified in our Agreement No. 7544, we anticipate the financial sharing of the preliminary engineering costs will be:

Estimated Total P.E. Cost	$20,900
Less Free Bridge Design to County	5,000
Basis for Computation of County Share	$15,900

COUNTY SHARE: 20% of $15,900 = $3,180

Please submit your P.E. advance deposit in the amount of $3,180, according to the instructions on the attached sheet.

Very truly yours,

ORIGINAL SIGNED BY
D. E. SWAN

D. E. Swan, P.E.
Operation Programming Engineer

KEH:pf
Attachment

bcc w/AD # 1003: Jon Rose, Metro
Vern Skoog - Please return completed AD # 1003 when advance deposit is received.

9695

5

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

12-21-81

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: BROS-3400(8)

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Divison Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 20024

2A. COUNTY NAME: Washington

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
12/21/81	Non Federal aid	County Road

10. GENERAL LOCATION:

Dairy Creek (Pihl Road) Bridge Section

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [X] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including archeological salvage and utility preparatory work TEC $20,900 F.F $16,720
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's PEA dated 12/8/81 and in accordance with your approved Certification Acceptance Plan.

RECEIVED
HIGHWAY ENGR
DEC 23 '81
REFER TO
FOR
Info | Invest. | R/D | O & M | Traf. | Right | File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
12/21/81	[signature]	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration
Salem, Oregon 97301

OREGON DEPT. OF TRANSPORTATION-HIGHWAY DIVISION
ADDENDUM TO LOCATION PROSPECTUS AND
REQUEST FOR FEDERAL AID
PRELIMINARY ENGINEERING AUTHORIZATION

PROJECT LOCATION	APPN CODE	ITEM NO.	PROJECT NO.	ROUTE NO. FED. N	ROUTE NO. STATE
Co. Rd. 1/4 mi. N.E. of Manning "Dairy Creek (Pihl Rd.) Bridge Section"	117	20024	BROS-3400(8)	Non	Co. Rd.

Access Control None Parking Restrictions None System Revision None

Airports (within 2 Mi.) None ROW 70' minimum

Water Development None Recreation & Historical Areas None

Washington (067)

A-95 Review:

State Cl. Ho..... Exempt X Date Approved _____

Dist. 2 Cl. Ho. ..... Exempt X Date Approved _____ No Reply ___

Project Environmental Assessment: FHWA Concurrence Dated 2-25-80 Statewide

1-EIS ____ 2-Categorical Exclusion X 3-Draft Assessment & FONSI ____

Notes: (1) Project in Congressional District 1.

(2) Dairy Cr. Br. #13250

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

X All Phases
___ All Phases thru Final Envir. Document
X Incl. Archeological Salvage
X " Util. Preparatory Work
___ " R.R. Preparatory Work

Est. Proj. Cost:

TEC NTE	$ 20,900
FF	$ 16,720
STATE	$ 1,000
Co.	$ 3,180

For PR-37:

Field Phase	$
PS&E Phase	$

PRO RATA 80%

REMARKS:

1) Attached is a copy of Authority for Survey and Sketch Maps.
2) Included in the approved bridge replacement inventory with a sufficiency rating of 13.0

CL:bkc

DATE	SIGNATURE OF REQUESTING OFFICIAL	TITLE
12-8-81	D.E. SWAN	OPERATION PROGRAMMING ENGINEER

9675

5

October 26, 1981

Board of County Commissioners
Washington County
150 First North Room 418
Hillsboro, OR 97123

AGR

Attention: Roger Thomssen
Director of Records & Elections

MISC. CONTRACTS and
AGREEMENTS No. 7544

Gentlemen:

Attached for your records is a fully executed copy of an agreement for the replacement of the Dairy Creek (Pihl Road) Bridge.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn

Att.

bc Don Harwell (agree. att.)

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE

PREFIX

1 IDENTIFICATION

PROJECT NAME: Dairy Creek Bridge

HIGHWAY NAME: Pihl Road

HIGHWAY NUMBER: N/A

REGION	ADMINISTRATIVE DISTRICT	COUNTY	CITY
1	2A	Washington	

LENGTH: 200 ft.

MILEPOST NUMBER: TO

[X] RURAL [ ] URBAN

LOCAL GOVERNMENT PROJECT? [X] YES [ ] NO

IF YES, UNIT OF GOVERNMENT: Washington County

TYPE OF FUNDS: [ ] FAI [ ] FAP [ ] FAS [ ] STATE [ ] FAUS [X] OTHER HBR Off-System

METHOD OF CONSTRUCTION: [X] CONTRACT [ ] STATE FORCE [ ] OTHER

TYPE OF WORK: [X] GRADING [X] PAVING [X] STRUCTURE [ ] SIGN [ ] SIGNAL [ ] ILLUMINATION [ ] ROADSIDE IMPROVEMENT [ ] OTHER

PROJECT DESCRIPTION

Replace the existing timber trestle bridge with a precast concrete structure. Pihl Road can be closed during construction, so stage construction is not required. Removal of the existing structure should be included in the contract. A realignment is required to center the new bridge within the existing right-of-way.

Vestrand
Anderson
Christensen
Olson
Sullivan
Sierpin
Tran
Cook

RECEIVED
AUG 6 1981
ROAD DESIGN SECTION

Do Not File [ ]
Return To
Bring Up /
Action

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME)	PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)
1981 - 630	

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]
PROPOSED	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]

DESIGN SPEED (MPH)	DESIGN STANDARDS	TRAFFIC ANALYSIS
35	AASHTO	[X] LIGHT [ ] MEDIUM [ ] HEAVY

APPROVED

Harold E. Riepe

Location Engineer

Date 7/31/81

3 - FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	Two 11'	Two - 12'
SHOULDERS	None	2' each side
MEDIANS	None	
PARKING LANES	None	
SIDEWALKS	None	
BIKEWAYS	None	Considering location and traffic, section is adequate for bicycles
INTERCHANGES	None	
OTHER:		

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☒	☐
Illumination	☐	☒	☐
Structures	☒	☐	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☒	☐	☐
River _____	☐	☒	☐
Stream Dairy Creek	☒	☐	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☒	☐	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☒	☐	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☒	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☒	☐	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐
Environmental Assessment	☐	☒	☐
Statewide Assessment	☒	☐	☐
Negative Declaration	☐	☒	☐
Environmental Impact Statement	☐	☒	☐
4-F Statement	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐
Public Hearing _____	☐	☒	☐
Borrow Source	☐	☒	☐
Material Source	☐	☒	☐
Utilities	☐	☒	☐

Type _____

	YES	NO	MAYBE
Hydraulics Study (Already accomplished by Wash. Co.)	☒	☐	☐
Soils Investigation	☒	☐	☐
Airport Clearance	☐	☒	☐
Economic Analysis	☐	☒	☐
Requires Field Survey	☒	☐	☐
Old Survey Available	☐	☒	☐
Requires Vicinity Map	☒	☐	☐
Requires Photogrammetry	☐	☒	☐
Requires Reconnaissance Survey	☐	☒	☐
Reconnaissance Available	☐	☒	☐
Design Review	☐	☒	☐

4 - WORK ITEMS

	TO BE PERFORMED BY: APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☒ (Vicinity Map)	☒ (Design)	☐
RIGHT-OF-WAY	☐ N/A	☐	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	(2.0)	2.0
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	N/A
RIGHT-OF-WAY ACQUISITION	( )	N/A
P.S. & E. DOCUMENTS	( )	3

RECOMMENDED CONSTRUCTION DATE _____ (Region) _____ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING

7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

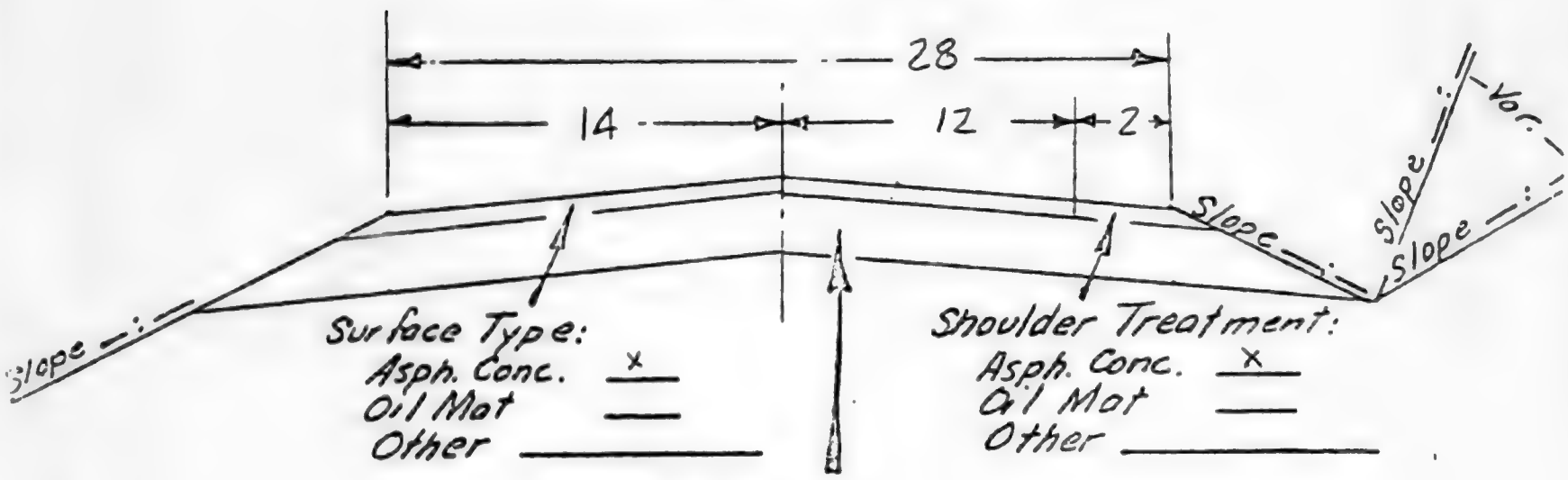
8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	19,700	20.900
RIGHT OF WAY		
TRAFFIC CONTROL		1.500
ILLUMINATION		
STRUCTURES 28.90	145,000	145.000
RAILROAD		
ROADWAY	32,000	32.000
OTHER Remove existing bridge	9,000	9.000
ENGINEERING & CONTINGENCIES		Incl. Above
PROJECT TOTAL	205,700	$ 208.400

SUBMITTED BY _____

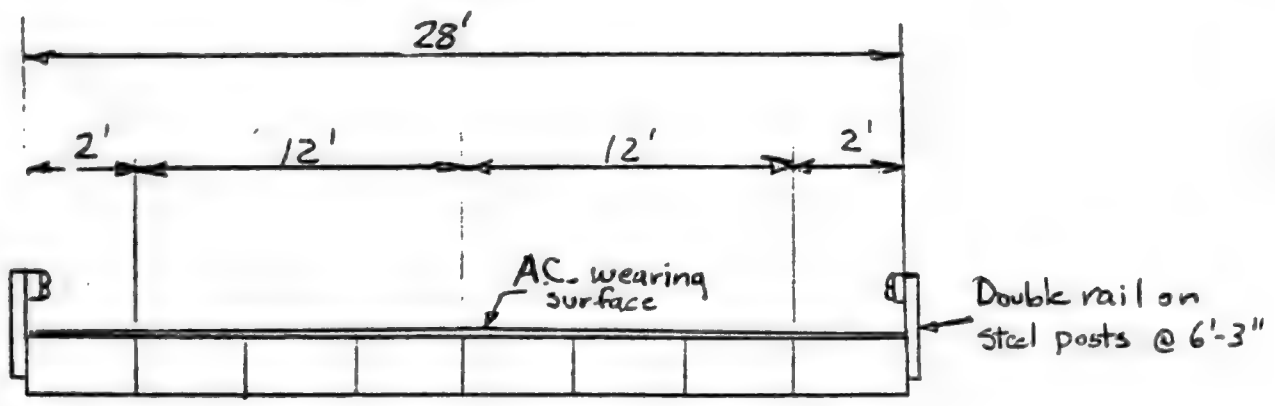
TYPICAL SECTION

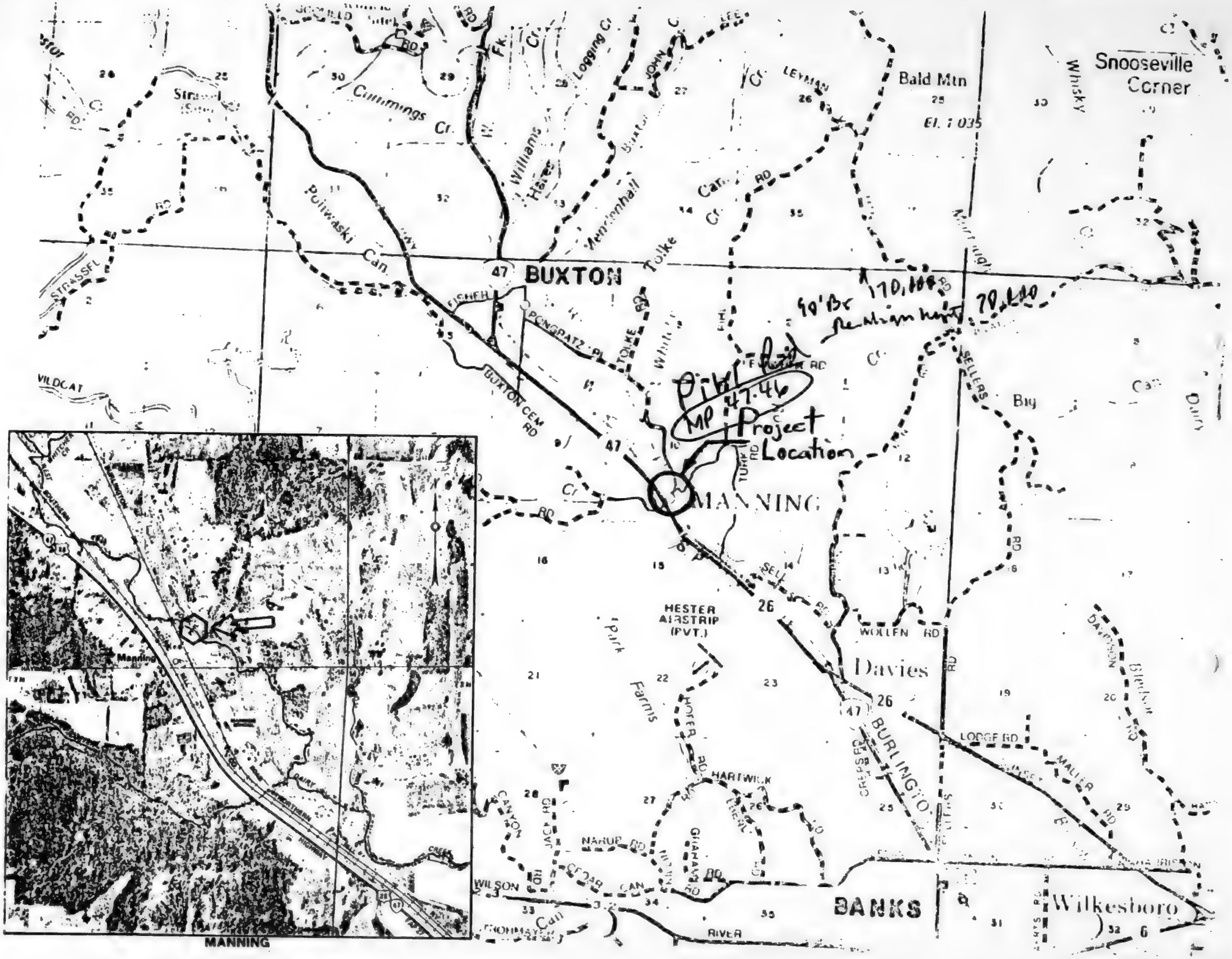
ROADWAY



Type of Base:
Pit or Quarry Run ___
Crushed Stone X
Asph. Treated ___
Cement Treated ___

BRIDGE




Snooseville
Corner
Bald Mtn
El. 1035
BUXTON
MANNING
Davies
BANKS
Wilkesboro
Big
HESTER
AIRSTRIP
(PVT.)
HARTWICK
BURLINGTON
Project
Location
MP 47.46
Cummings Cr.
Williams
Polivaski
Tolke
Rd
Cr
Fk
Logging
LEVIAN
Whisky
Farms
Park
Cedar
Creek
River
Wilson
Cain
Creek
Lodge Rd
Maller
Davidson
Bledsoe
Seller
Woolen Rd
Hooper Rd
Narup Rd
Graham Rd
Jack Rd
Canyon
Fisher
Pongratz Pl
Buxton Cem Rd
Strassfl
Vildcat
Turpin Rd
Sellers Rd
Hwy 47
Hwy 26
MANNING

9L 75

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: June 30, 1981

TO: D.H. MOEHRING Attention: D.E. SWAN File No: 10035
Assistant State Highway Engineer

FROM: T.A. SPENCE
Plan & Program Manager

SUBJECT: Dairy Creek Bridge
Bridge Replacement
Pihl Road
Washington County

Newby: 7-8-81
COMMISSION APPROVED
1-27-81
HBR for FY1982

Here is our programming packet for the subject project. Included are a Project Request, Authority for Survey, Location Prospectus, agreement information sheet, recon estimate, and a photograph of the project location.

This is an Off-System Highway Bridge Replacement project sponsored by Washington County. Inclusion in the MSD TIP is not required.

The Metro Environmental Unit has recommended this project be categorized a Statewide Categorical Exclusion. There is waterway involvement with Dairy Creek.

This project is eligible for free county bridge design. The Authority for Survey shows bridge design using function 927.

Please request FHWA approval and obligation of $19,700 (TEC) at this time for preliminary engineering.

TAS:ECM:hw

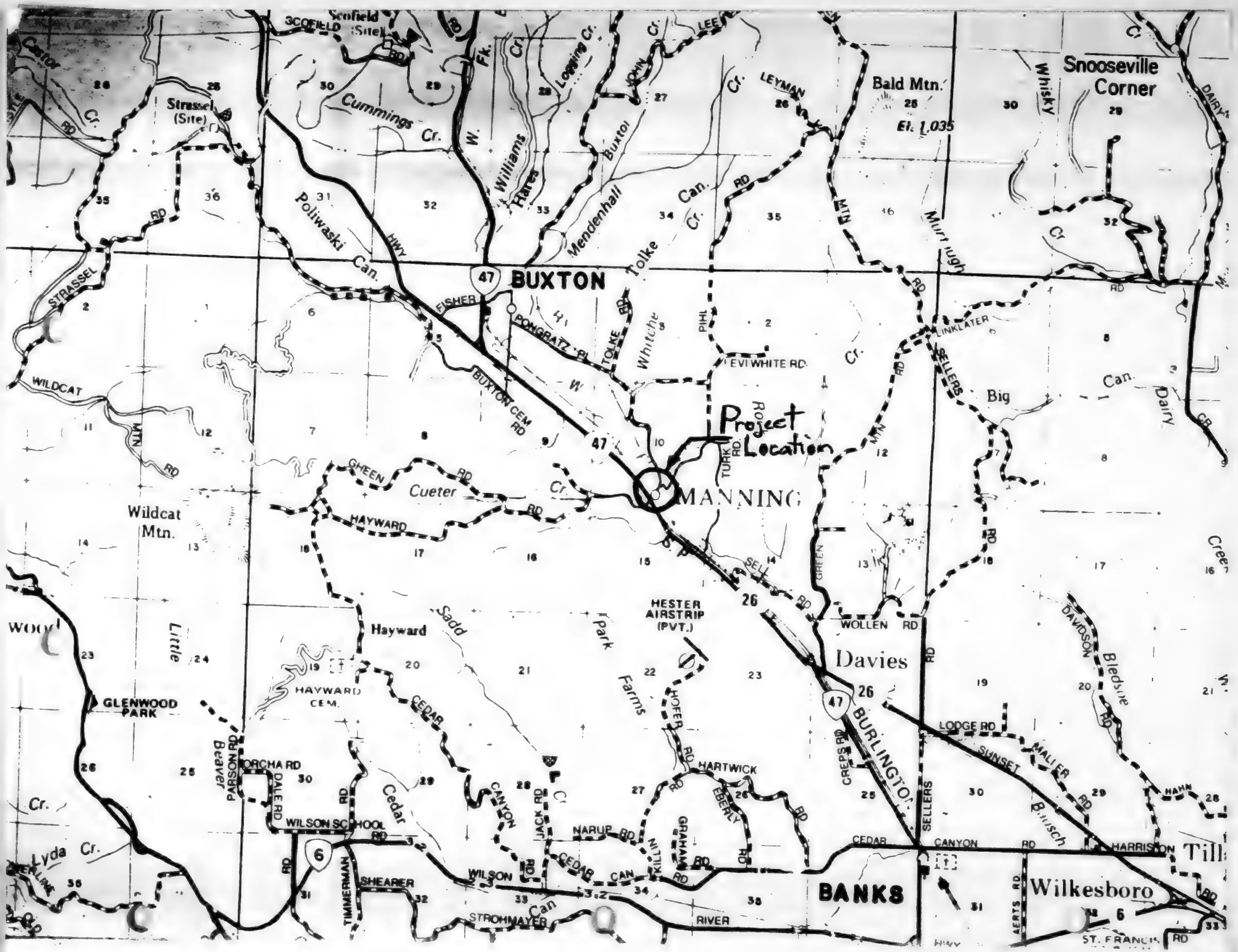
cc: F.E. Terpin
Metro Project Development Units
R.C. Brooks

Attachments

cc: Terpin
Pihl

D. E. Swan - Please Program & Update PMS.

E. S. Hunter	R. Trygstad
D. H. Moehring	Lyle Watson
G. Bell	J. Sullivan
L. E. George	F. W. Yarbrough
G. Potter	J. Grassman
F. E. Terpin	F. Lowe
W. J. Hart	Metro:
J. B. Boyd	Ted Spence


Project Location
BUXTON
MANNING
BANKS
Snooseville Corner
Bald Mtn.
El. 1,035
Wildcat Mtn.
Davies
Wilkesboro
Hayward
HESTER AIRSTRIP (PVT.)
Strassel (Site)
Scofield (Site)
Cummings Cr.
Poliwaski Can.
Williams
Hares
Mendenhall
Buxton
Tolke
Whitehead
Big Dairy Can.
Cueter
Sadd
Park Farms
Little Lyda Cr.
Cedar Can.
Beaver Cr.
Strohmayer
Wilson
Sheearer
Timmerman
Canyon
Jack
Narup
Graham
Eberly
Hofer
Hartwick
Creps
Sellers
Linklater
Evi White
Pongratz
Fisher
Turk
Green
Davidson
Bledsine
Lodge
Sunset
Malier
Harrison
Wollen
Hayward Cem.
Glenwood Park
Wilson School
Buxton Cem
Strassel
Wildcat
Cedar
Orchard
Parson
Dale
Hwy 47
Hwy 6
Hwy 26

9695

Form E-39 (Rev. 9-71)

(DCB0001)

10035

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Location Dairy Creek ~~Bridge~~ (Pihl Rd) Bridge — Date June 29, 19 81

Highway Pihl Road (County Road 221) — Authorization No. 1

County Washington — Survey Prefix 234-1910 (Assigned by Salem office)

Description of termini, route, length, etc.: Section 10, T2N, R4W. Bridge site is located on Pihl Rd. just north of its intersection with Sunset Hwy. 47 at M.P. 47.46.

Proposed: Replace existing timber trestle bridge with a precast concrete structure. Realignment is required to center new bridge within existing R/W. Pihl Rd. can be closed during construction.

Purpose of survey: County will perform the field work and prepare vicinity map. State to monitor, prepare design, contract documents, advertise, and award contract, and provide construction engineering. Free county bridge design applies to this project as specified by ORS 369.210.

BROS-3400(8)
12-21-81

Estimate of cost: $186,000 (construction)
Funding: HBR Off-System
Class II (Statewide Categorical Exclusion)

Field Survey	(901)	1,000
Citizen Participation	(902)	
City or County	(903)	5,000
Consultant	(904)	
Final Design	(905)	2,500
Bridge Design	(927)(~~906~~)	5,000
Preliminary Design	(907)	
R/W Description	(909)	
Soils & Geology	(910)	500
Traffic	(911)	
Landscape	(912)	
Liaison R/W	(913)	
Utility	(914)	
Photogrammetry	(916)	
Location Studies	(918)	1,200
Engineering Graphics	(919)	
Project Management	(920)	100
Specifications	(921)	1,800
Administrative Services	(922)	100
Environmental	(923)	200
Dept. of Transportation	(924)	
Air Quality Monitoring	(925)	
Foundation Exploration	(926)	3,500
Seminars & Training	(950)	
Hearings	(980)	
Personal Leave Time	(960)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

RECEIVED
JUL 23 1981
LOCATION SECTION

7-21-81 L

Total estimated cost of survey . 20,900 . ~~$ 19,700~~

Previous authorization . . . . . .

Additional authorization requested . . . . .

Additional authorization approved (Salem) . .

Total all authorizations approved (Salem) . . .

Requests made by:

CURTIS H. DUVAL, Metro Location Engineer

Recommended for Approval:

D.R. ADAMS, Project Development Engineer

Recommended for Approval:

Location Engineer

Approved:

Assistant State Highway Engineer

SP*23604-734

9695

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE: 6/29/81

PREFIX:

1 - IDENTIFICATION

PROJECT NAME: Dairy Creek Bridge

HIGHWAY NAME: Pihl Road

HIGHWAY NUMBER: N/A

REGION	ADMINISTRATIVE DISTRICT	COUNTY	CITY
1	2A	Washington	

LENGTH: 200 ft.

MILEPOST NUMBER: TO

[X] RURAL [ ] URBAN

LOCAL GOVERNMENT PROJECT? [X] YES [ ] NO

IF YES, UNIT OF GOVERNMENT: Washington County

TYPE OF FUNDS: [ ] FAI [ ] FAP [ ] FAS [ ] STATE [ ] FAUS [X] OTHER HBR Off-System

METHOD OF CONSTRUCTION: [X] CONTRACT [ ] STATE FORCE [ ] OTHER

TYPE OF WORK: [X] GRADING [X] PAVING [X] STRUCTURE [ ] SIGN [ ] SIGNAL [ ] ILLUMINATION [ ] ROADSIDE IMPROVEMENT [ ] OTHER

PROJECT DESCRIPTION

Replace the existing timber trestle bridge with a precast concrete structure. Pihl Road can be closed during construction, so stage construction is not required. Removal of the existing structure should be included in the contract. A realignment is required to center the new bridge within the existing right-of-way.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME)	PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)
1981 - 630	

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]
PROPOSED	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]

DESIGN SPEED (MPH)	DESIGN STANDARDS	TRAFFIC ANALYSIS
35	AASHTO	[ ] LIGHT [ ] MEDIUM [ ] HEAVY

3 - FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	Two 11'	Two
SHOULDERS	None	2' each side
MEDIANS	None	
PARKING LANES	None	
SIDEWALKS	None	
BIKEWAYS	None	
INTERCHANGES	None	
OTHER:		

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☒	☐
Illumination	☐	☒	☐
Structures	☒	☐	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☒	☐	☐
River _____	☐	☒	☐
Stream Dairy Creek	☒	☐	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☒	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐
Environmental Assessment	☐	☒	☐
Statewide Assessment	☒	☐	☐
Negative Declaration	☐	☒	☐
Environmental Impact Statement	☐	☒	☐
4-F Statement	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐
Public Hearing _____	☐	☒	☐
Borrow Source	☐	☒	☐
Material Source	☐	☒	☐
Utilities	☐	☒	☐

Type _____

	YES	NO	MAYBE
Hydraulics Study (Already accomplished by Wash. Co.)	☒	☐	☐
Soils Investigation	☒	☐	☐
Airport Clearance	☐	☒	☐
Economic Analysis	☐	☒	☐
Requires Field Survey	☒	☐	☐
Old Survey Available	☐	☒	☐
Requires Vicinity Map	☒	☐	☐
Requires Photogrammetry	☐	☒	☐
Requires Reconnaissance Survey	☐	☒	☐
Reconnaissance Available	☐	☒	☐
Design Review	☐	☒	☐

4 - WORK ITEMS

	TO BE PERFORMED BY: APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☒ (Vicinity Map)	☒ (Design)	☐
RIGHT-OF-WAY	☐ N/A	☐	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY		N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT		N/A
CORRIDOR APPROVAL		N/A
FIELD SURVEY	2.0	2.0
PRELIMINARY DESIGN		N/A
DESIGN APPROVAL/FINAL EIS		N/A
RIGHT-OF-WAY DESCRIPTIONS		N/A
RIGHT-OF-WAY ACQUISITION		N/A
P.S. & E. DOCUMENTS		

RECOMMENDED CONSTRUCTION DATE _____ (Region) _____ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING

7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	19,700	
RIGHT OF WAY		
TRAFFIC CONTROL		
ILLUMINATION		
STRUCTURES	145,000	
RAILROAD		
ROADWAY	32,000	
OTHER Remove existing bridge	9,000	
ENGINEERING & CONTINGENCIES		
PROJECT TOTAL	205,700	

SUBMITTED BY _____

Project Diary Creek Brig

Agency Washington County Date 6/29/81

Type of Project Bridge Replacement

Funds SOS FAIX FAUS FASC Title II HBR

The agreement on this project should provide for the following responsibilities where applicable:

	N/A	State	Applicant	Consultant
Major PE	( )	⊠	⊠ (field survey)	( )
Monitor PE	( )	⊠	( )	( )
Field Survey	( )	⊠	( )	( )
Prepare Environmental Statements	⊠	( )	( )	( )
Review & Process Envir. Statements	⊠	( )	( )	( )
Public Hearings	⊠	( )	( )	( )
Citizen Involvement	( )	( )	⊠	( )
Action Plan Requirements	( )	( )	⊠	( )
Preliminary Design Plans & Specs.	( )	⊠	( )	( )
Prepare for Contract Bids	( )	⊠	( )	( )
Advertise, Let and Award	( )	⊠	( )	( )
Major Construction Engineering	( )	⊠	( )	( )
Lab Testing, Final Checking	( )	⊠	( )	( )
Utility Responsibility	( )	( )	⊠	( )
Maintenance After Completion	( )	( )	⊠	( )
Signal Maintenance	⊠	( )	( )	( )
Power Consumption	⊠	( )	( )	( )
Local Match	( )	( )	⊠	( )
Provide for Right-of-way Agreement		Yes	No	

Construction by Contract ⊠ State Forces ( ) Local Forces ( )

Advance Deposit Required PE ⊠ Construction ( ) N/A ( )

State will Advertise, Let and Award All Contracts

State will Monitor Preliminary Engineering and Construction Activities for Federal Compliance

Remarks: Applicant will perform field survey and prepare a vicinity map, the State will monitor the field survey, review the vicinity map, perform the bridge design, prepare specifications, advertise the project for bids, and award the contract.

FEDERAL AID PROJECT REQUEST

Date May 21, 1981

Applicant Agency Washington County
Request for: Off-System ____, FAS-C ____, FAUS ____ Project HBR Off System X
Federal Aid Route No. ____ Route Name Pihl Road
Project Name Dairy Creek (Pihl Road) Bridge Section

Project Length 200' Project Location (Attach sketch map)
Project Description Replace an existing timber tressle bridge built in 1948 with a new precast concrete deck bridge. The new structure will be constructed on the west side of the existing structure to center it in the existing right-of-way.

Average Daily Traffic 630 Design Speed 35

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 22' Travel Lanes 2 Shoulders 0'
Medians No Parking No
Sidewalks
Remarks

2. Desired Roadway Cross Section: (Attach sketch)

Width 28' Travel Lanes 2-24' Shoulders 2'
Medians No Parking No
Curbed No Length Curb Radii
Sidewalk/Bikeway No
Remarks

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 80 Minimum 70 Maximum 110

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes X No

3. Will additional right-of-way be needed? Yes ____ No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No ____
Remarks CR 221 2NA Section 10D

II. TRAFFIC CONTROL DATA

1. Existing Signalization and Location: N/A

2. **Proposed Signalization:** N/A

Location _____

_____

Type _____

Phases _____

Type of Suspension _____

Interconnected _____

Remarks _____

_____

3. **Permanent Signing:**

Include in project or by applicant? By applicant

_____

4. **Permanent Striping:**

Include in project or by applicant? By applicant

_____

IV. **ILLUMINATION DATA** N/A

1. **Existing Illumination and Location:**

_____

_____

_____

_____

2. **Proposed Illumination:**

Location _____

Type _____

_____

Remarks _____

_____

V. **STRUCTURE DATA**

1. **Existing Structure:**

Location 0.16 Mile North of Sell Road over the West Fork of Dairy Creek

Type Timber Tressle **BR. No.** 13250

Approach Roadway Width 22' **Shoulder Width** 0'

Length 83' **Width** 20'

To remain in place? No

_____

2. **Proposed Structure:**

Location On the West side of the existing bridge

_____

Approximate Size: **Length** 90' **Width** 28'

Are sidewalk/bikeways desired? No

Are any utilities to be attached to structure? No

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? No

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes _____ No X

   Name of Railroad

   Existing Crossing Protection

2. Will existing railroad crossing be altered?

   Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — Larry Rice, Director of Public Works, Washington County Office
2. Environmental — Same Office
3. Public Hearing — Same Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant X State _____ Consultant _____

2. Project construction engineering to be performed by:

Applicant_____ State X Consultant_____

3. Will applicant perform any work prior to or after award of contract?
Yes_____ No X
If "yes," describe briefly:_____

4. Applicant's estimate of cost for requested project:

	Washington Co. Estimate	Metro Branch Estimate
Roadway Work	$ 25,000	32,000
Right-of-way costs (if participating)	- - -	
Traffic control	- - -	
Illumination	- - -	
Structures	150,000	145,000
Railroad	- - -	
Other Remove existing bridge.	- - -	9,000
Preliminary engineering	20,000	19,700
PROJECT TOTAL	$ 195,000	205,700

Remarks_____

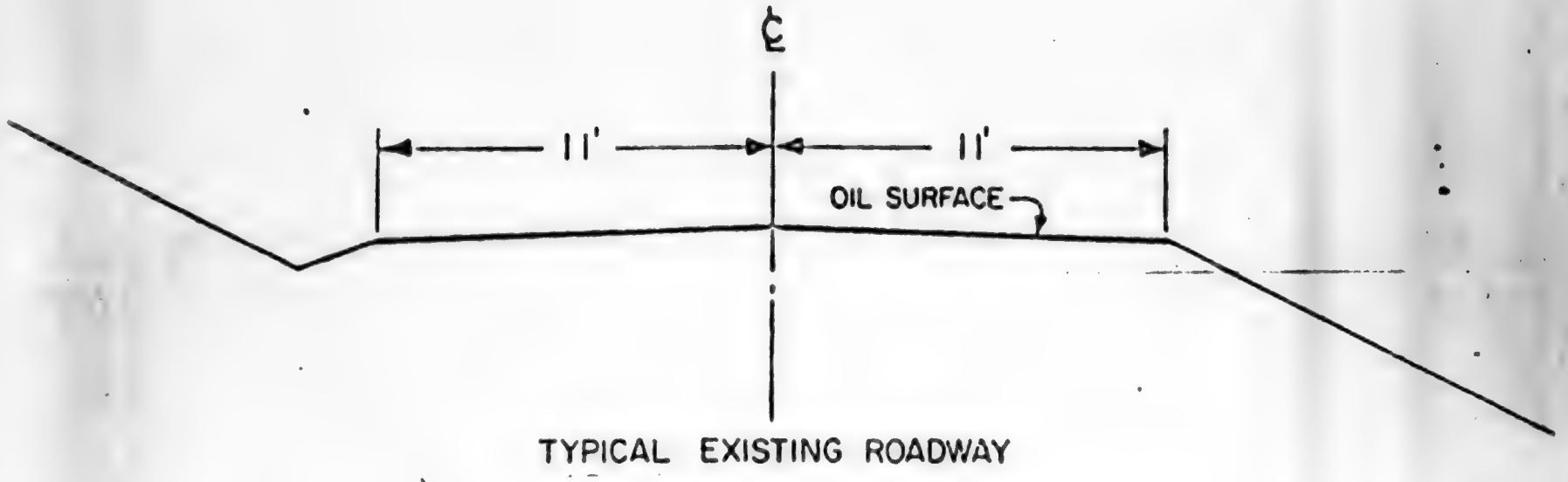
THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF _____ and/or Washington COUNTY

By_____ By Larry Rice, Director of Public Works

By_____ By Larry Rice

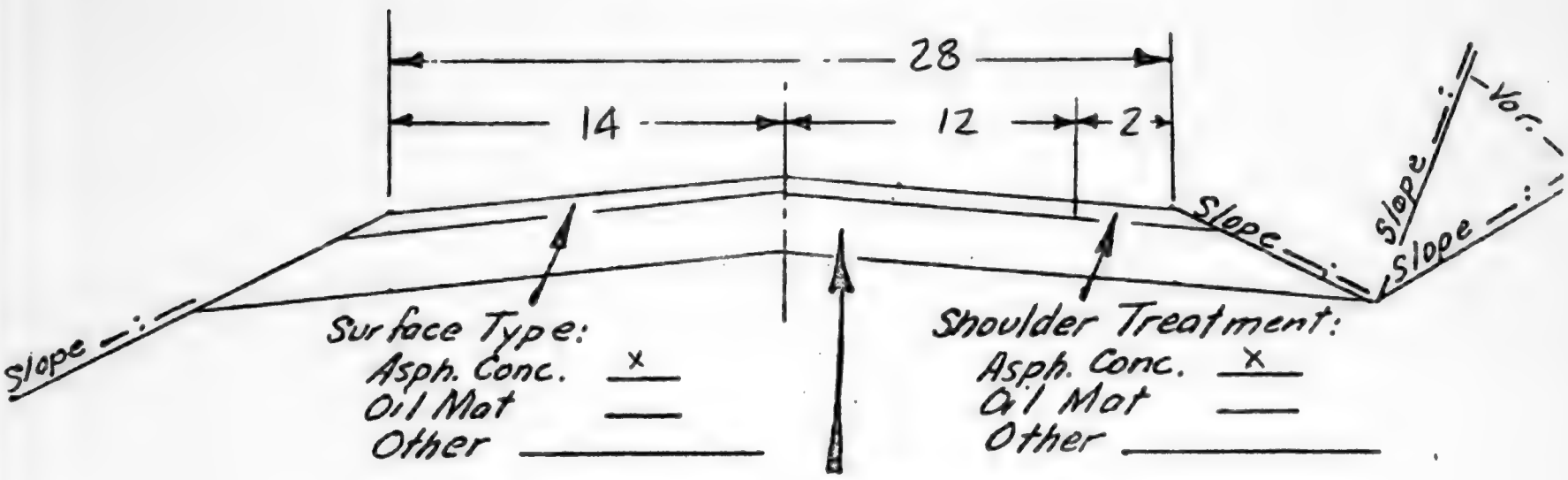
By_____



TYPICAL EXISTING ROADWAY

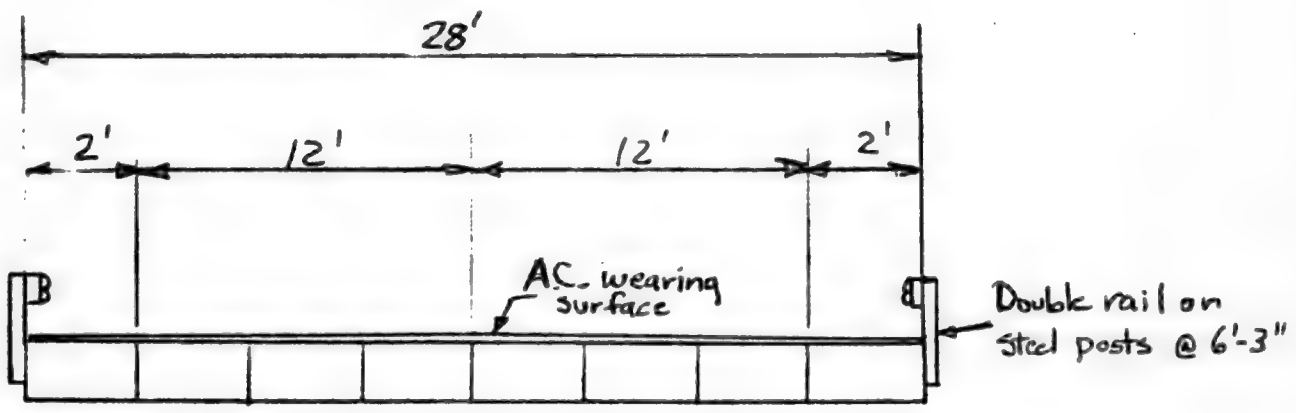
TYPICAL SECTION

ROADWAY



Type of Base:
Pit or Quarry Run ___
Crushed Stone X
Asph. Treated ___
Cement Treated ___

BRIDGE



Date 6-18-80 Page ____ of ____

Section DAIRY CR. (PIHL RD) BR. (Manning Area)

Highway COUNTY Prefix ____

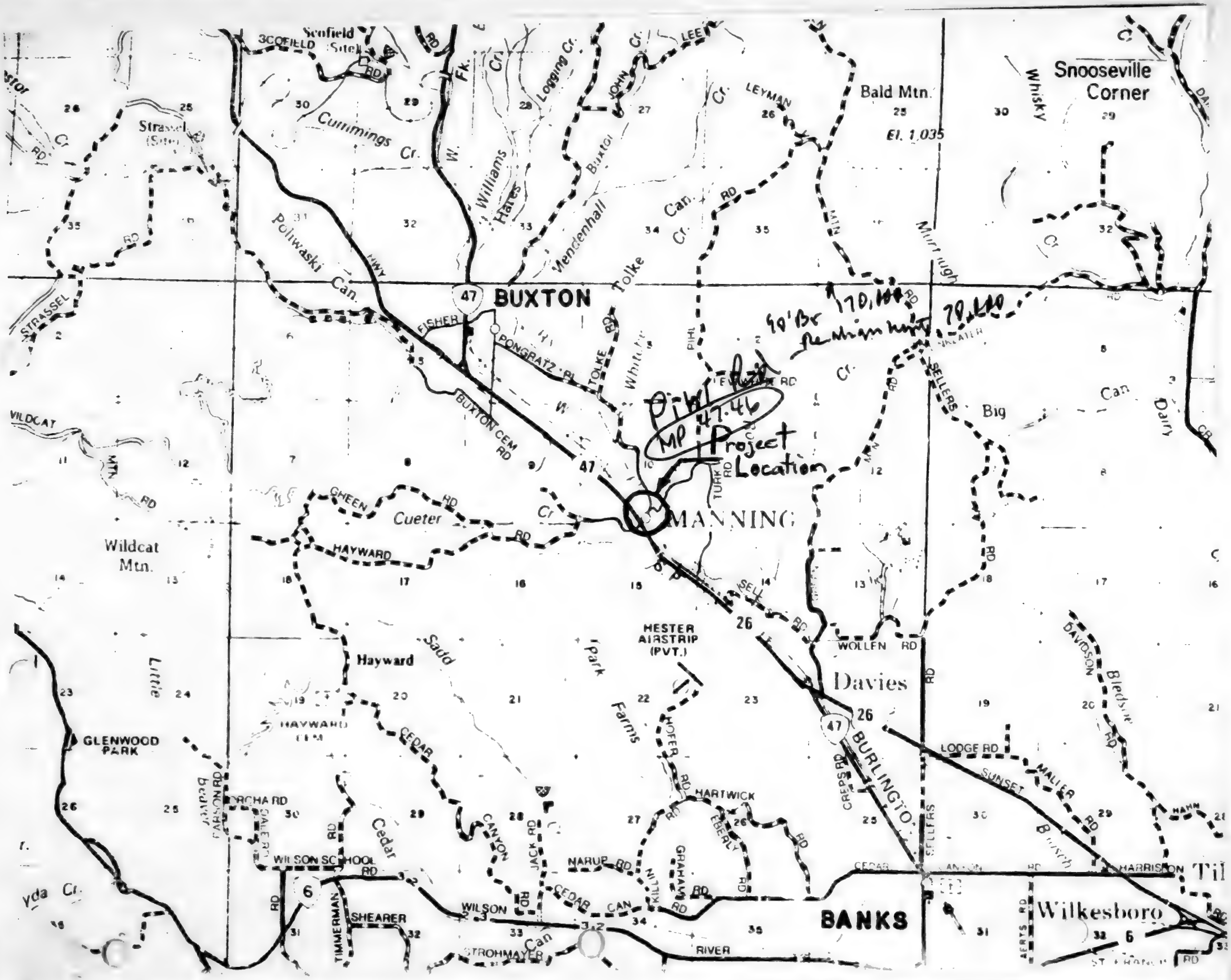
Calculated by ELP

Replace Br.

G.A.P. 100' each side bridge 1/2 Rd. Work 28'W. 4" AC - 13" A.B. 2" D'Lam 150' x 14' (PORT 40 Miles)

ITEM	Unit	Quantity	Unit Price	Total Price
Mobilization (8%)	All	All	Lump Sum	1,500
T.P. & D.T. (4%)	"	"	"	800
Clearing & Grubbing	"	"	"	500
Removal of Structures & Obstructions	"	"	"	500
General Excavation	C.Y.	300	8.00	2,400
Finishing Roadbed & Slopes	All	All	Lump Sum	500
Aggregate Base	TON	270	10.00	2,700
Asphaltic Conc. ~~Mixture~~	TON	96	45.00	4,320
~~Asph. Cement in Mix~~	"	6		
Concrete Walks - Driveways	C.Y.	—		—
" Curbs - Type C	L.F.	—		—
Drainage (Guess)	All	All	Lump Sum	500
Adjust				
Rip Rap	C.Y.	50	20.00	1,000
Guard Rail (Include Anchors & Ends) (200')	All	All	Lump Sum	7,000
SUB-TOTAL				21,720
+ 50% ENGR & CONTG				
ROADWAY TOTAL				32,020
Structure (28x30 conc. Prs. Unit*) 2520 ft				145,000
R/W & Easement None				0
① Incl Remove Br (Timber 83'x20)				9,000
P.E				19,600
~~GRAND TOTAL~~ GRAND TOTAL				205,600

*


Scofield
SCOFIELD
Strassel
Cummings Cr.
W. Fk.
Logging Cr.
JOHN
LEE
LEYMAN
Bald Mtn.
El. 1,035
Snooseville
Corner
Whisky
Williams
Hayes
Buxton
Vendenhall
Can.
Murrough
Polwaski
Can.
HWY
47
BUXTON
Tolke
STRASSEL
FISHER
PONGRATZ PL
TOLKE RD
Whitley
PIHL
SELLERS
Big
Can
Dairy
VILDCAT
MTN
BUXTON CEM RD
Pihl Rd
MP 47.46
Project
Location
MANNING
GREEN
Cueter
HAYWARD
Wildcat
Mtn.
Little
Hayward
Sand
Spark
HESTER
AIRSTRIP
(PVT.)
Davies
WOLLEN RD
DAVIDSON
Bledsoe
GLENWOOD
PARK
HAYWARD CEM
CEDAR
Farms
HOFER
HARTWICK
CREPS RD
BURLINGTON
LODGE RD
SUNSET
MALLER
Cedar
CANYON
JACK RD
NARUP
GRAHAM
EBERLY
WILSON SCHOOL
RD
WILSON
SHEARER
TIMMERMAN
CEDAR CAN
STROHMAYER
Can
RIVER
BANKS
Wilkesboro
HARRISON
AERTS RD
6
26

The following Document(s) are Photographs

DIARY CREEK BRIDGE

Pihl Road

Camera facing south

~~$ 144,000~~ 5

DAIRY CR BRIDGE
PIHL ROAD - WASH CO
Kaplan Br

6-16-81

Wash Co. Proposal
28' W + 50' - Prestress Conc Deck Br ($150,000 ($59.52/sq ft) incl. eng.
Road work 25,000 incl. eng
P.E. 20,000
TOTAL $195,000

ODOT -
28 x 50 - T-Bridge (Same) (Br. Unit) $ 145,000
Grading & Paving (Roadwork) See Est Sheet
P.E.
TOTAL $205,600

---

901 Monitor -
Construction { Field 10 hrs @ 400 / Office 10 hrs @ 100 } 28 hrs comp project time

2 Field Trips - 1 day
Office work review 3
4 @ 158 = $ 632
Misc. 1.10 = $ 700

49 miles from metro

1983 M.P. 6.90 Slide Section, 9696 Wilson River. (Riprap slope protection)

4696

CST

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

c: OSHD (H S Coulter)

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Tillamook	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
2-12-85	Bill Kappus, Area Engineer	F-35(12)

COMPLETION DATE (Actual)	ACCEPTANCE DATE BY CONRTACT AGENCY	TIME ELAPSED	CONTRACT TIME
10-20-83	8-27-84	90 %	75 CD

LOCATION

See Below

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

M. P. 6.9 SLIDE
WILSON RIVER HIGHWAY
Grading & Riprap

This project provided for the correction of an old slide that had "re-started" due to natural erosion by the Wilson River. Work included dressing the slope and placing keyed riprap to buttress the slide and prevent further erosion of the slope.

The project cost overran the original authorization by approximately 7%. This was due to expanding the riprap blanket and for pit restoration activities. There were no contract claims.

A final inspection of the completed project was made October 26, 1983.

RECEIVED
STATE HWY ENGR
FEB 22 '85
REFER TO
Fredrickson
FOR
Info | Invest | R/D | D/R | Sign | Act | File

INITIALED
W. E. SCHWARTZ 2/25

ACCEPTANCE OF PROJECT IS RECOMMENDED			ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION		
SIGNATURE	Original Signed By WILLIAM H. KAPPUS Area Engineer		SIGNATURE	Original Signed By G. K. HOSSNER Field Operations Engineer	
Bill Kappus			G. K. Hossner		
TITLE		DATE	TITLE		DATE
Area Engineer		2/19/85	Field Operations Engineer		2/21/85

MP 6.9 Slide Section

29-1013

TO BE COMPLETED BY FHWA		
MONTHLY TRANSACTION NUMBER 11-17	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State: Oregon
MODIFICATION NUMBER 3		County: Tillamook
		Project Number: F-35(12)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 5, 1983, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 406,027	$ 406,027
Federal funds	$ 406,027	$ 357,912
Other revisions		Appn Code 010

(Note: Additional Federal Funds collected - ~~$48,114.20~~) ok
Overrun of 7.89 Coded to 010

This modification is made for the following reasons:

"The project agreement executed 10-5-83, and modified on 12-21-83 is modified to decrease Federal-aid participation to 88.15 percent in accordance with P.L. 97-424, Section 145."

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 1st day of October, 19 84.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

XX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

7676 Gen. File

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NUMBER 12-186		OREGON
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County TILLAMOOK
MODIFICATION NUMBER 1		Project Number F-35(12)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 5 , 19 83 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 379,934.00	$ 406,027.00
Federal funds	$ 334,911.00	$ 357,912.00
Other revisions		

This modification is made for the following reasons: To include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 21st day of December , 19 83 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Gary L. Potter

Manager, Program Section
(Title)

By FOR: H. S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON DECEMBER 16, 1983

FEDERAL AID PROJECT NO. F-35(12)

M.P. 6.90 SLIDE SECTION
WILSON RIVER HIGHWAY
TILLAMOOK COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE SFTY
ROADWAY (Sta. 344+50 to Sta. 356+90)

Subtotal of Previous Estimate of September 6, 1983		$325,933.50
ADDITIONAL ITEMS		
Granular Pit Run Material (PA #1 B)	3,180 Cu. Yd.	$ 36,093.00
	Increase	$ 36,093.00
	SUBTOTAL	362,026.50
	Engineering	44,000.50
	TOTAL	$406,027.00

Length of Project ---------- 0.0 mi.

Federal Funds (88.15%) ------	$357,912.00
State Funds ----------	48,115.00
TOTAL	$406,027.00

Reimbursement $406,027 Public Law 97-424, S 145

Group 1: 100%
Contract No. 9696
Prefix: 29-1983
Prefix: 29-1013

RHZ:pf

OMB No. 04-R2089

TO BE COMPLETED BY FHWA	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NO.		Oregon
10-21-22	FEDERAL-AID PROJECT AGREEMENT	County
	10-5-83	Tillamook
		Project No.
		F-35(12)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

M.P. 6.90 Slide Sec.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-20-83	0.00
OTHER *(Specify)*		

FUNDS PRO RATA 88.15%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 379,934.00 *	$ 334,911.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof. * See Additional Provisions on back.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

By *** For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator OCT 5 '83

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen. File

Oregon State Highway Division
Salem, Oregon September 6, 1983

Federal-Aid Project No. F-35(12)

M.P. 6.90 Slide Section
Wilson River Highway
Tillamook County

PROJECT AGREEMENT ESTIMATE

Type Code SFTY
Roadway (Sta. 344+50 to Sta. 356+90)

Mobilization		All Required		$	20,000.00
Temporary Protection and Direction of Traffic		All Required			6,000.00
Temporary Signs	194	Sq. Ft.	10.00		1,940.00
Temporary Barricades	2	Each	200.00		400.00
Flagmen	450	Hours	20.00		9,000.00
Clearing and Grubbing		All Required			8,000.00
Removal of Structures and Obstructions		All Required			1,000.00
General Excavation	21,629	Cu. Yd.	3.50		75,701.50
Toe Trench Excavation	4,500	Cu. Yd.	4.00		18,000.00
Stone Embankment	2,540	Cu. Yd.	3.00		7,625.00
Filter Fabric	1,100	Sq. Yd.	2.50		2,750.00
Finishing Roadbed and Slopes		All Required			2,000.00
Aggregate Shoulders	66	Ton	15.00		990.00
18 inch Culvert Pipe	36	Lin. Ft.	20.00		720.00
Guard Rail, Type 1	350	Lin. Ft.	9.50		3,325.00
Guard Rail, Type 2A	438	Lin. Ft.	11.50		5,037.00
Guard Rail, Type 3	25	Lin. Ft.	35.00		875.00
Drainage Curbs	463	Lin. Ft.	5.00		2,315.00
Loose Riprap, Class 800	550	Cu. Yd.	14.00		7,700.00
Keyed Riprap, Class 800	8,000	Cu. Yd.	15.00		120,000.00
Filter Blanket	1,850	Cu. Yd.	10.00		18,500.00
Delineators, Type 4	4	Each	15.00		60.00
Roadside Seeding and Mulching	4	Acre	1,000.00		4,000.00
				$	315,933.50

Anticipated Items

Temporary Erosion Control		All Required		$	10,000.00
			Subtotal	$	325,933.50
			Engineering		44,000.50
			Total	$	369,934.00

Length of Roadway 0.00 mi.

Retained in Program

Slide Correction	All Required	$ 10,000.00

SUMMARY OF FUNDS (88.15%)

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 369,934.00	$ 326,096.00	$ 43,838.00
Reserve	10,000.00	8,815.00	1,185.00
Total	$ 379,934.00	$ 334,911.00	$ 45,023.00

Reimbursement $379,934 Public Law 97-424, S145

Group 1 100%
Contract No. 9696
Prefix: 29-1983
Prefix: 29-1013

September 4, 1984

Great American Insurance Co.
Pacific NW Regional Office
PO Box 21109
Seattle, WA 98111

CON 5
#9696

Gentlemen or Ladies:

On August 30, 1984, we wrote to you concerning release of final payment on Contract No. 9696 awarded to Fred H. Slate Co. for riprap slope protection on the M.P. 6.90 Slide Section of the Wilson River Highway in Tillamook County.

Final payment on this contract is $1,000.00. The total contract amount is $370,501.59 including $3,029.90 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
cc: Fred H. Slate Co.
PO Box 19238
Portland, OR 97219

Wells-Reed-Wood-West Co.
415 Morgan Building
720 S.W. Washington St.
Portland, OR 97205

bc: C. O. Fredrickson
Walt Hart
Duane Christensen

9 L 91

DATE: December 8, 1983

TO: Oregon Transportation Commission

CON

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
M.P. 6.90 Slide Section
Wilson River Highway, Tillamook County
Contract No. 9696

This federal-aid project is essentially complete and it is now apparent that the final cost will exceed the project authorization by $78,100 or 20.5 percent.

The contract was intended to stabilize a slide area which extends approximately a quarter of a mile along the highway, and includes placing riprap for protection of the channel of a creek which crosses through the project.

After the slope was reshaped for placement of riprap according to the contract plans, it was determined by study that the long term stability of the slope would not result from the thickness of material specified. The thickness of materials was increased from two feet to six feet on the westerly portion of the job. This change required additional quantities of general excavation and granular pit run material, adding more than $67,000 to the cost of the project.

The amount of flagging set up in the contract only provided that which was necessary to protect the traveling public and the workmen during the excavation and disposal phases of the work. Additional flagging was required covering the hauling and placement of the riprap material. This added approximately $16,000 to the cost of the project.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $78,100 to a new total of $459,384.53. This matter will be on the consent calendar for the December 20 meeting.

HHP:mk st

bc Fred D. Miller
R. W. Gormsen
C. T. Keasey
V. E. Skoog
C. O. Fredrickson
George Bell

OTC586

STATE OF OREGON

INTEROFFICE MEMO

Highway Construction 378-6386 CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: December 5, 1983

FROM: for O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
M.P. 6.90 Slide Section
Wilson River Highway, Tillamook County
Contract No. 9696

This federal aid project is essentially complete and it is now apparent that the final cost will exceed the project authorization by $78,100.00 or 20.5 percent.

The contract was intended to stabilize a slide area which extends approximately a quarter of a mile along the highway, and includes placing riprap for protection of the channel of a creek which crosses through the project.

After the slope was reshaped for placement of riprap according to the contract plans, it was determined by study that the long term stability of the slope would not result from the thickness of material specified. The thickness of materials was increased from two feet to six feet on the westerly portion of the job. This change required additional quantities of general excavation and granular pit run material, adding more than $67,000 to the cost of the project.

The amount of flagging set up in the contract only provided that which was necessary to protect the traveling public and the workmen during the excavation and disposal phases of the work. Additional flagging was required covering the hauling and placement of the riprap material. This added approximately $16,000 to the cost of the project.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $78,100.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: C. O. Fredrickson
H. N. VanCleave
R. D. Church
D. E. Swan

COM/MEM/4

OK

RECEIVED
STATE HWY ENGR
DEC 7 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

81-125-1387

37 N

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES 16

TO: MEMO TO THE FILE

DATE: December 2, 1983

FROM: Fred Eriksen
Fred Eriksen
Design Supervisor

SUBJECT: Field Review of
Wilson River Highway Projects

Tuesday, November 8, 1983, Dennis Miller, Mike Harris, Ed Keyzers and I met with "Bud" Van Cleave, Project Manager at Tillamook, to look over three recently completed projects.

Milepost 6.9

We started at Milepost 6.9, Wilson River Highway, the site of a project to correct a slide problem and erosion of the slope from the highway down to the river. The slide problem was evidenced by a crack along the pavement centerline, about 300 feet long, west of the bridge at Miner Creek.

The project was to remove some of the old slide material, smooth up the slope to the river and place Class 800 Keyed Riprap with toe trench to protect the slope. The Miner Creek channel under the bridge was to be lined with riprap (keyed and loose -- see Photo No. 3) as well. All the riprap material was placed on a filter blanket.

A stone "ring dike" was placed in the channel just beyond the toe trench to reduce stream turbidity during construction. This was, as shown in Photo No. 2, to remain after project completion.

"Bud" explained to us that to place and "key the riprap material, a bench about 14 feet wide is required as working space for equipment. For "keyed" or "plated" riprap, a dragline or "boom type" equipment uses a steel "skip" to place and hit the rock to seat and smooth it (see Photo No. 4). The length of the equipment boom controls the reach. If the roadway is a considerable height above the top of riprap, as in this case, then a working bench needs to be provided.

This job had a nice appearance, the keyed riprap was very smooth, the juncture of slopes at Miner Creek were rounded and blended nicely. The keyed riprap butts to a section of old riprap to the west and the contrast is noticeable. Several "fish rocks",

Versteeg ✓
Anderson
Adams
Macnab
Stoudenmeyer
Terpin
Trout
Wakerlig

RECEIVED
DEC 5 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ___/___/___
Action

81-125-1387

removed during the excavation operation, had also been strategically placed in the river. The "Wilson" is quite a sports fishery stream and this area is host to anglers from drift boats and the banks.

Wilson River Bridge-Jordan Creek Section

We went on to the Wilson River Bridge-Jordan Creek Section (M.P. 11.8 - M.P. 18.0). The Wilson River Bridge had been widened from a 26-foot roadway to 30 feet by the removal of safety curbs and railings and installing guardrail bolted to the edges of the deck -- a decided improvement. We looked at some special drainage treatments, grouted riprap channels, a special design trash rack for a culvert and a heavy-duty trash rack for a box culvert. Heavy rains of the previous few days had tested these installations.

We looked at a Type "T" (recessed) drainage installation, where drain curb along a guardrail is shaped to form a rectangular basin back of the rail. Water is carried off through metal pipe, a short vertical section, an elbow and pipe parallel to the slope emerging at the bottom of the slope and dissipated through a "Tee". The grate is a dome shape formed with No. 2 and No. 4 rebar with 12-inch "legs" that project into the pipe to hold it in place. "Bud" informed us the legs were a problem -- when the rebar is welded and bent it gets very brittle and the legs are broken off easily. The suggestion made is to omit the legs and fasten the basket with wire through holes in the pipe. This would hold it, allow its removal and make it a little difficult for a vandal to remove and throw it over the bank. The basket seemed to be quite effective, as there was quite a pile of leaves around it.

There is a considerable amount of new guardrail on this job and the adjoining project to the east and it all looked good. There are quite a few wide areas (turnouts) used by fishermen and swimmers, etc., that the guardrail encompasses and the guardrail alignment, curves and tapers were smooth and pleasing to the eye.

Jordan Creek-McNamers Camp Section

We moved on to the Jordan Creek-McNamers Camp section. We stopped at Dog Creek, where a wood box culvert had been replaced with a concrete box culvert. A detour was constructed on the

north side of the highway, on the outside of a 10-degree curve. Some difficulty was experienced with the existing superelevation, detour alignment (20-degree reverses from the existing curve joined with a 40-degree curve) and detour super. The difficulty seemed to be experienced in vehicles slowing down and turning up the existing super. The difficulty was corrected by building up on the existing pavement to flatten the super. The normal speed through this area is 50 to 55 MPH and to get the driver's attention, a couple of double rows of pavement buttons were placed across the travel lane well in advance of the detour.

Our attention was directed to a rock cut that was widened to provide a rock fall-out area. The typical section indicated the widening was to be accomplished by steepening the slope to a 1:1. The specs called for line drilling, etc. Bud pointed out, when the new slope intersections the old 20 or more feet above the road, it is not possible to get equipment to that point to start drilling without making a bench area at or above that elevation. Designers should give some thought to a method of accomplishing this kind of work.

Summary

We saw a new type of sightpost that had been installed on these projects. It is a flat ribbed plastic material, white, with a reflective patch near the top. We were informed the posts are uniform shape for their length and can be pulled up quite easily, since there are no irregularities to create a bind or improve the friction.

We saw the centerline reflector buttons being installed. A small milling machine was grinding shallow half-moon depressions 3 or 4 inches wide, a couple of feet long and a half-inch or so deep. The buttons are placed in the trough, so that snowplow blades will pass over them.

I think this review gave all of us some things to think about and, hopefully, to remember and use in our design work.

FE:ja

cpy sent 12-5-83

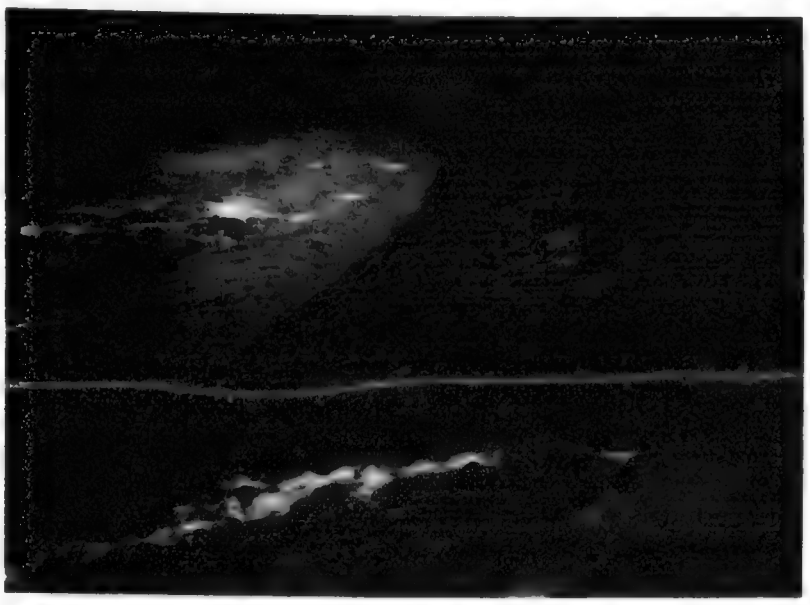
cc Dennis Miller
Mike Harris
Ed Keyzers
Bud Van Cleave

Attachment

The following Document(s) are Photographs

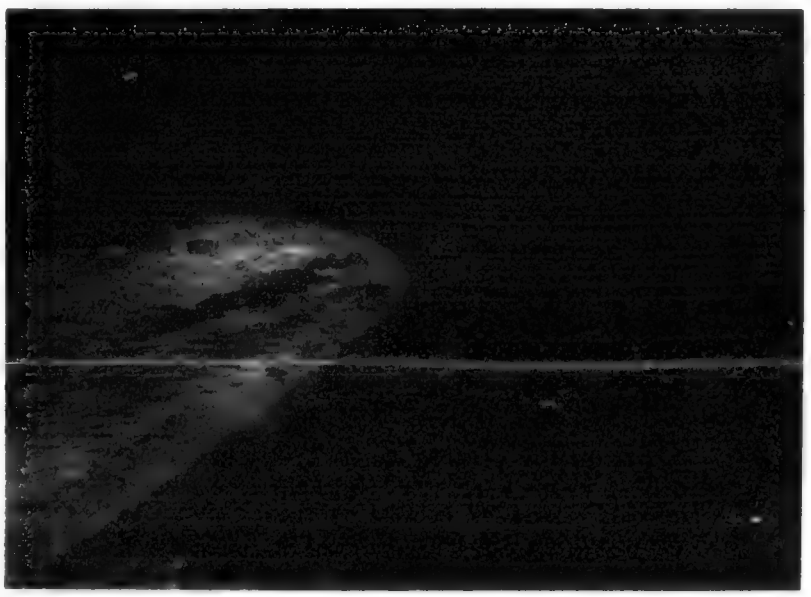
WILSON RIVER

M.P. 6.9



1

NOTE THE "WORK BENCH" TO THE UPPER RIGHT AND LACK OF TURBULENCE ALONG THE ROCK-WATER INTERFACE



2

NOTE THE "RING DIKE" REMAINING IN THE CHANNEL

16

3

NOTE THE BROKEN PLATED RIPRAP ON THE LEFT AS OPPOSED TO THE LOOSE RIPRAP ON THE RIGHT

4

NOTE THE NICELY KEYED RIPRAP SOME OF WHICH WAS HAND PLACED AFTER THE "COMPACTING" HAD TAKEN PLACE

9696

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: M.P. 6.90 Slide Section		WEEK ENDING: 10-22-83
		SECTION PREFIX: 29-1013
HIGHWAY: Wilson River		COUNTY: Tillamook
NAME OF JOB: M.P. 6.90 Slide Section	KIND OF WORK: Rip-Rap Slope Protection	
CONTRACTOR: Fred H. Slate Co.	CONTRACT NUMBER: 9696	FEDERAL AID PROJECT NUMBER: F-35(12)
DATE OF CONTRACT: August 4, 1983	DATE WORK STARTED: August 12, 1983	ESTIMATED COMPLETION DATE: October 30, 1983
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 4 SUPERVISION: 2	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 75	CALENDAR DAYS USED 68
PROJECT AUTHORIZATION: $381,284.53	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 91%
EXCLUSIVE OF ENGINEERING: $351,050.51	ENGINEERING AUTHORIZATION $30,234.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 99%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $335,933.50	ENGINEERING COST TO DATE $16,493.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 99%
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____%	PERCENT OF AUTHORIZATION 55%	DATE PROJECT WAS COMPLETED: 10-20-83

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: 2 - Dozer 1 - Loader 2 - Backhoe 1 - Post Punch
4 - Trucks

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 10-16		62		
MONDAY 10-17		63		
TUESDAY 10-18		64		
WEDNESDAY 10-19		65		
THURSDAY 10-20		66		
FRIDAY 10-21		67		
SATURDAY 10-22		68		

RECEIVED
OCT 24 1983
CONSTRUCTION SECTION

CE K CM
CAE CA
FOE LS
DCE TC
SCS FE
EOL OP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	Fred H. Slate Co.-Stock piling Pit Run Material at MP 19.5 for State Maintenance.
TUESDAY	Fred H. Slate Co.-Stock piling Pit Run Material at MP 19.5 for State Maintenance.
WEDNESDAY	Fred H. Slate Co.-Stock piling Pit Run Material at Mp 19,5 for State Maintenance, Placed required seeding and Mulching for project.
THURSDAY	Fred H. Slate Co.-Installed guardrail as required for guardrail
FRIDAY	Fred H. Slate Co.-No Activity.
SATURDAY	

REMARKS

ANTICIPATED ACTIVITY NEXT WEEK

Project Completed.

SIGNED H.N. VanCleave Proj. Mgr. LOCATION Tillamook

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP•F216

r11 90 1 ..

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

5

LETTER OF APPROV[illegible] AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. See below		
2. STATE PROJECT NO. See below		
3. FROM Dale E. Wilken, Division Administrator FHWA - Oregon Division	4. PROGRAM NO.	2A. COUNTY NAME See below
	5. ITEM NO. various	

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
8/19/83	Various	Various

10. GENERAL LOCATION:

See Projects below

11. GENERAL DESCRIPTION OF WORK

Force Account and Extra Work - "Anticipated Items" as shown in "PS&E" Estimate

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's letters dated 8/19/83 for the following projects you are authorized to proceed with those items shown in your "PS&E" Estimate for each project "Anticipated Items" by State Forces and Extra Work as being cost effective.

The above authorization will not require any additional obligation of funds.

HES-27-1(10)
F-70(3)
HES-A333(1)
F-1(30)
IX-9822(8)
F-13(11)
F-86(5)
F-29(10)
IX-26(32)
F-2-3(11)
BRF-2-5(11)
IX-0000(53)
HES-27-2(13)
FG-21-2(15)
F-35(12)
HES-24(35)
BHF-2-1(19)
F-12(4)

Orig. to 8/31

RECEIVED
STATE HWY ENGR
AUG 30 '83
REFER TO
Potter
FOR

Info	Invest	R/D	D/R	Sign	Act	File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
8/19/83	W. K Hosmer	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

STATE OF OREGON

HIGHWAY DIVISION

INTEROFFICE MEMO

PRO

TO: Robert N. Bothman
Assistant State Highway Engineer

DATE: August 12, 1983

FROM: Gary A. Potter, Manager
Program Section

ORIGINAL SIGNED BY
GARY A. POTTER

SUBJECT: Minor Creek Slide Section
Wilson River Highway
Tillamook County

Winchester Bay Slide
Oregon Coast Highway
Douglas County

NOTED
E. S. HUNTER

The Federal Highway Administration was unable to approve the program change and authorize the acquisition of right of way on the Minor Creek Slide Section because we had already obtained the right to occupy and use all of the right of way through Permits of Entry. The FHWA went on to warn us that caution should be exercised when we are resorting to the use of Permits of Entry to insure that the intent of Section 301 of the Uniform Act is met. We need to make every reasonable effort to acquire real property by negotiations and then make payment to an owner before taking possession.

Ed Hunter in assigning this response to me stated that there must be room in the regulations to take care of the rush of emergency work.

This is true, there is room in the regulations to take care of the rush of emergency work, however, the project history of the Minor Creek Slide could hardly be considered an emergency.

The Minor Creek Slide project prospectus, was received in Salem in September, 1982 and the location survey was approved in October, 1982. P.E. was approved in January, 1983 and the need for right of way was not known until July, 1983.

When we requested authority for acquisition of right of way in July of 1983, it was not approved by the FHWA when they learned that we had already obtained use of the right of way by Permit of Entry. We will now have to buy the right of way with State funds.

After the Federal Highway Administration had turned this project down, another request from Right of Way just arrived dated August 8, 1983 for programming of acquisition of right of way for the Winchester Bay Slide, Oregon Coast Highway in Douglas County.

RECEIVED TECHNICAL SERVICES
AUG 15 '83
REFER TO
FOR
Info
Invest
R/D
D/R
Sign
Act
File

The slide occured in the winter of 1981-82. Transportation Commission approved the project in May, 1982, and now we have a request for programming for right of way dated August 8 and a letting date of August 25. The job is already advertised.

The Federal Highway Administration has indicated that they will reject out of hand the request for programming right of way and accordingly we will program the acquisition of right of way with State funds.

The conclusion is that we must perform in a more timely fashion on these slides in order to allow time for the Federal Highway Administration to approve our right of way acquisition request.

By copies of the memorandum I am transmitting to Ed Hunter and Bruce Boyd the project history on 18 slides so that they can examine this data.

GAP:pf

cc: E. S. Hunter, w/attach
J. B. Boyd, w/attach

August 9, 1983

Fred H. Slate Co.
P. O. Box 19238
Portland, OR 97219

CON 5
#9696

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 9696 for riprap slope protection on the M.P. 6.90 Slide Section of the Wilson River Highway in Tillamook County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

de
Encl.

cc: Wells-Reed-Wood-West Co.
415 Morgan Building
720 S.W. Washington
Portland, OR 97205

Great American Insurance Co.
Pacific NW Regional Office
P. O. Box 21109
Seattle, WA 98111

bc: C. T. Keasey
Walt Hart
Robert Church
Jan Peterson
C. O. Fredrickson (contract signature
H. N. VanCleave pages attached)

FRED H. SLATE CO.
GENERAL CONTRACTORS

ELTON D. SLATE
JAMES N. LEINBACH

7805 S.W. 40th AVENUE P.O. BOX 19238 PORTLAND, OREGON 97219 503 246-4217

August 4, 1983

Office of Commission Services
Room 121 Transportation Building
Salem, Oregon 97310

Attention: Kay Turner

Gentlemen:

Reference is made to M.P. 6.90 Slide Section, Tillamook County, OSHD Project.

Our MBE subcontractor for the above project is:

ARROW BROTHERS CORP.
9450 SW Commerce Circle
Wilsonville, OR 97070

Bid Items are:

15.	Guard Rail, Type 1	350 LF	@	$ 9.50	$ 3,325.00
16.	Guard Rail, Type 2A	438 LF	@	11.50	5,037.00
17.	Guard Rail, Type 3	25 LF	@	35.00	875.00
22.	Delineators, Type 4	4 Ea	@	15.00	60.00
					$ 9,297.00

This represents 2.9% of the total contract amount.

Yours very truly
Elton D. Slate
Elton D. Slate
Partner

RECEIVED
AUG - 4 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc - Kay Turner

WE ARE AN EQUAL OPPORTUNITY EMPLOYER

7010

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: OR Project F-35(9) Minor Creek Slide Sect.
Tillamook County - Ref: G. Potter ltr 7/18/83

Date: July 28, 1983

From: Division Administrator

Reply to Attn. of: HRW-OR

To: Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division

We are unable to approve the program change or authorize the acquisition of right-of-way on the subject project as requested based on our understanding that you have already obtained the right to occupy and use all the right-of-way. Caution should be exercised when resorting to the use of permits of entry to insure that the intent of Section 301 of the Uniform Act is complied with in respect to making every reasonable effort to acquire expeditiously real property by negotiations and in making payment to an owner before taking posession.

John D Wilken

for Dale B. Wilken

cc:
OSHD (J. B. Boyd, R/W)
OSHD (Gary Potter, Prgm Mgmt)

RECEIVED
STATE HWY ENGR
AUG 1 '83
REFER TO
Potter
FOR

Info	Invest	R/D	D/R	Sign	Act	File
			X			

Item must be worked in the neg. to take care of "work-around" of emergency work. Oil follow up.
EAH

rll 9616

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-35(12)	
2. STATE PROJECT NO. See below	
3. FROM Dale E. Wilken, Division Administrator FHWA - Oregon Division	4. PROGRAM NO.
5. ITEM NO. 30041	2A. COUNTY NAME Tillamook

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
7/20/83	Primary 35	Primary 37

10. GENERAL LOCATION:

M. P. 6.9 Slide Section (Wilson River Highway)

11. GENERAL DESCRIPTION OF WORK

Slide Correction

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's letter of 7/18/83 I concur that it is in the Public interest to advertise the subject project for a two week period with bid opening date of 8/4/83.

Also, Mr. Potter's 7/18/83 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $466,962 regular Federal-aid matching ratio, appropriation code 010 in amount of $411,627 and increased Federal share (P.L. 97-424 Section 145) appropriation code 01L in amount of $55,335.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
JUL 25 '83
REFER TO
Potter
FOR

Info	Invest	R/D	D/R	Sign	Act	File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
7/20/83	[signature]	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

T6K

5

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 18, 1983

In Reply Refer to
File No.:
PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Program Change
Item No. 30041
Project No. F-35(9)
Minor Creek Slide Section
Tillamook County

I request your approval of a program change on the subject project to include in the character of proposed work Right of Way Acquisition at an estimated total cost of $1,000 with Federal funds of $881.

I further request concurrent with approval of the program change authorization to proceed with the actual acquisition of right of way as outlined in red on the enclosed copy of right of way map 10C-45-17. No relocation assistance is involved.

CL:pf
Attachments

cc: J. Boyd
D. Aman
J. Peterson
General Files

Form 734-3122

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO

Date: July 12, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 30041
Project No. F-35(12)
M.P. 6.9 Slide Section
Tillamook County

Attached data consists of PR-1 forms with project maps.

It is the Oregon State Highway Division's present intention to receive bids for this project on August 25, 1983 and may request Federal-Aid participation of 100 percent for reimbursement claims paid on or before September 30, 1984, in accordance with Public Law 97-424, Section 145.

DRH:bks
Attachments

cc: C.O. Fredrickson (Region 2)
General Files

Form 734-3122

9696

ROAD DESIGN SECTION 378-6558 ROW 3:1

J. B. Boyd, Manager
Right of Way Section

July 1, 1983

J. H. Versteeg
Road Design Engineer

File 53589 and 53590
Wilson River (MP 6.95) Slide
Wilson River Highway
Tillamook County

Versteeg
Anderson
Adams
Macnab
Stoudenmeyer
Turpin
Trout
Wakerlig

RECEIVED
JUL 5 1983
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up ____/____/____
Action

Attached are descriptions (2 files), an authorization and right of way prints covering right of way required for the subject project.

ORIGINAL SIGNED BY
W. H. WAKERLIG

By:

W. H. Wakerlig
R/W Descriptions Supervisor

WHWirlr
Attachments

7-1a

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 30, 1983

In Reply Refer to
File No.:
DES 16

Dale E. Wilken, Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

NOTED
H. S. COULTER

Attention Bill Kappus

M.P. 6.9 Slide Correction
Wilson River Highway
Tillamook County

On this project, variously called the M.P. 6.8 Slide, Wilson River Highway or the Miner Creek Slide, acquisition of right-of-way in the County park was initially identified during the early stages of project development. We have most recently found that no County park land is involved in the construction work.

The land between the highway and the river is State highway right-of-way for the most part, the small exception being at the east end which is the property of the Fish and Wildlife Commission. Some additional land will be required for the full length of the construction in the river. This is under County ownership but is not a part of the County park. The Tillamook County Park does exist on the south side of the Wilson River but does not extend into the river.

I hope this clarifies the initial misunderstanding on the need for County park land. It will not be required.

J. H. Versteeg, P.E.
Road Design Engineer

by

Donald R. Adams, P.E.
Final Design Engineer

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
JUL 1 '83
REFER TO
Schwartz
FOR

DRA:ja

bc H. S. Coulter
E. S. Hunter
J. H. Versteeg
Cam Gilmour
C. O. Fredrickson
Hank Wakerlig
Bud Mann

Form 734-3122

9676

37 N

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES 16

TO: MEMO TO THE FILE

DATE: 6-28-83

FROM: Lyle K. Watson
Final Design Supervisor

SUBJECT: Project Name Change

Vanteeg
Anderson
Adair
Liscom
Stoudenmeyer
Terpin
Trout
Wakerlig

RECEIVED
JUN 29 1983
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up
Action

It has been necessary to change the name of this project

FROM WILSON RIVER HWY. AT M.P. 6.8 (MINOR CR.) SEC.

TO M.P. 6.90 SLIDE SECTION

to agree with previous slide project in this Area

Scheduled _____

cc: Region C.O. Fredrickson
Environment
Project Management
Structures
Right-of-Way
Traffic
Location

6/29 mc

01-125-1387

Contains Recycled Materials

9640

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: F-35(9)

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 30041

2A. COUNTY NAME: Tillamook

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 1/18/83

8. FEDERAL ROUTE NUMBER: Primary 35

9. STATE ROUTE NUMBER: Primary 37

10. GENERAL LOCATION:

Miner Creek Slide Section

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including archeological salvage and utility preparatory work TEC $50,000 F.F $44,075
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Final PS&E phase is subject to potential Section 4(f) determination.

The above approval is as requested by Mr. Swan's PEA dated 1/7/83.

RECEIVED
STATE HWY ENGR
JAN 24 '83

Orig to
1/24

REFER TO Swan

FOR

Info	Invest	R/D	D/R	Sign	Act	File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
1/18/83	J. K. Haasner	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9616

5

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

ACC 9-5

Date: January 7, 1983

To: Executive Department
Federal-Aid Coordination Unit

From: D.E. Swan, P.E.
Program Control Engineer

Subject: Federal-Aid Funding Application

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting oe copy of the completed application for Federal-Aid funding of the following:

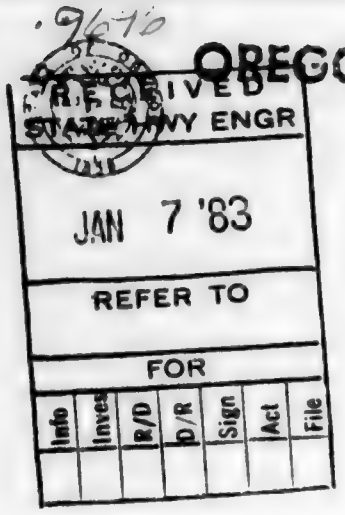
Item No.	Project No.	Section Name & PNRS No.
30041	F-35(9)	Minor Creek Slide PNRS #OR821124-022-2

CL:bks
Enc.
cc: Dale E. Wilken, FHWA
General Files

Form 734-3122

9676

5



OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage St. N.E.
Salem, Oregon 97310, Phone: 378-3732
Toll Free Number - 1-800-452-7813

ATTACHMENT
cc: DALE E. WILKEN
H.S. COULTER
F.E. TERPIN
J.B. BOYD
J.H. VERSTEEG
GARY POTTER
W.J. HART
AERONAUTICS DIVISION
D.J. TINDALL
Reg.(2)Engr.: C.O. FREDRICKSON
Dis.(1)Engr.: E.L. EVERTON

C O N C L U S I O N S

APPLICANT: OR DOT, Highway Division

PROJECT TITLE: Minor Creek Slide Sec. MP 6.8

DATE: January 4, 1983

NOTED
H.S.COULTER

The State has reviewed your project and reached the following conclusions:

[X] No significant conflict with the plans, policies or programs of state government have been identified.

[X] Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

[ ] Potential conflicts with the plans and programs of stete government:

[ ] may exist.

[ ] have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

[ ] have been satisfactorily resolved. No significant issues remain.

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95.

Comments of appropriate local review agencies will be submitted to you separately and must also be included.

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

OR 821124-022-2

This number should be used on all correspondence and particularly on SF-424 as required by OMB A-95.

Kay L. Wilcox
A-95 Coordinator

PNRS #3
Revised 8/82

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

PNRS STATE REVIEW

Project #: OR 821124-022-2 Return Date: DEC 17 1982

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

(X) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

(X) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

The Oregon Department of Fish and Wildlife would appreciate more information on the timing of the project and more detail on bank stabilization phase of the project. In addition, please contact local District Biologist for coordination on site inspection.

Contact: Dave Heckeroth
ODFW District Biologist
6220 Blimp Blvd.
Tillamook, OR 97141

Agency Fish & Wildlife By Tony Faast

PNRS #2 Phone Number 229-5679

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

INTERGOVERNMENTAL RELATIONS DIVISION Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

DEC 06 1982

PNRS STATE REVIEW

Project #: OR 821124-022-2 Return Date: DEC 17 1982

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

(X) Additional comments for project improvement. (Attach if necessary)

RECEIVED
NOV 26 1982
DIVISION OF STATE LANDS

REMARKS (Please type or print legibly)

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By Wm Bahr

PNRS #2

9010

5

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
STATE HWY ENGR
NOV 23 '82
REFER TO
FOR
Info | Insp | R/D | D/R | Reply Refer to File No. | File
PRO

Date: November 19, 1982

To: Executive Department
Federal-Aid Coordination Unit

Clatsop-Tillamook Intergovernmental Council
P.O. Box 488
Cannon Beach, OR 97110

From: for D.E. Swan, P.E.
Program Control Engineer

NOTED
H.S. COULTER

Subject: Notice of Intent for Federal-Aid Funds
State Admin. Dist. No. 1
Section: Minor Creek Slide Section M.P. 6.8
Highway: Wilson River Highway OR-6
County: Tillamook

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for Federal-Aid funds on this project to be December 22, 1982.

BLG:bks
Attachments

cc: D.E. Wilken, FHWA
H.S. Coulter
F.E. Terpin
J.B. Boyd (2)
J.H. Versteeg (3)
Gary Potter
W.J. Hart
Reg. 2 Engr.: C.O. Fredrickson
Dis. 1 Engr.: E.L. Everton
Aeronautics Division
David Powers, Parks
B.L. Gifford

Form 734-3122 (2)

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

	For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT [45 Department of Transportation		46] DIVISION [79 Highway				
03	12] APPLICANT ADDRESS STREET [45 Transportation Building		46] CITY [60 Salem		76] ZIP [80 97310		
04	12] CONTACT PERSON [45 D.E. Swan		46] AREA CODE [48 503	49] PHONE [55 378	56] EXTENSION [59 6565		
01	12] PROJECT TITLE [71 Minor Creek Slide Section M.P. 6.8						
11	12] PROJECT LOCATION—CITY Wilson River Highway OR-6	PROJECT LOCATION—COUNTY Tillamook	PROJECT LOCATION [79 SEC: T: R:				
05	SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)						
06	12] [71 1964 between M.P. 6.6 and 7.0. High water from the Wilson River has been						
07	12] [71 eroding the road base, causing subsidence. Stabilization would involve removal						
08	12] [71 of loose material, slope shaping and placement of riprap along the river.						
09	12] [71						
10	12] [71						

12	AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL				
	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60				
	486,000	-----	65,000	----	----	551,000				
13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45		46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79							
14	12] FEDERAL PROGRAM TITLE [71 Title 23 USC Highways									
15	12] FEDERAL AGENCY NAME [45 U. S. Department of Transportation		46] FEDERAL SUB-AGENCY NAME [79 FHWA							

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	☐ 13	☐ 14	☐ 15	☐ 16	☐ 17	☐ 18	☐ 19	☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
[X] 21	☐ 22	☐ 23	☐ 24	☐ 25	☐ 26	☐ 27	☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?			(D) REVIEW REQUIRED by A-95		(E) ENVIRONMENTAL IMPACT		(F) HOUSING RELOCATION REQUIRED	
Yes	No		Yes	No	Yes	No	Yes	No
[X] 29	☐ 30	Date: NOVEMBER 19,1982	[X] 31	☐ 32	☐ 33	[X] 34	☐ 35	[X] 36

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42	43] DAY [44	45] YEAR [46
	Dec.	22	1982

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: Nov. 19, 1982

VI. If project includes state funds (12C), identify agency HIGHWAY

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$_____	$_____	$_____

(c) FUNDING METHOD

	FEDERAL SHARE	STATE SHARE	TOTAL
First Year	%____ $_____	%____ $_____	%____ $_____
Second Year	%____ $_____	%____ $_____	%____ $_____
Third Year	%____ $_____	%____ $_____	%____ $_____

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number _____

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Class 2 Project of Categorical Exclusion according to the new environmental quality guidelines.

PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: MINER CREEK SECTION (Wilson River Hwy., M.P. 6.8)

REGION: 2

ESTIMATED RIGHT-OF-WAY IMPACTS

The project would require 1.7 acres of right-of-way which is in an inimproved Tillamook County park. In 1964 this area experienced a massive land slide which destroyed the existing highway. The present highway is built on this slide material.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

Contact with the Tillamook County Park's Superintendent (Ted Skelton) was made in 1975 and 1976, about taking the county property for road construction. In following correspondence, they encouraged the plan for the stabilization of the riverbank.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

None.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

The project will place riprap protection along the Wilson River. This project will abut a riprap project done by the Corps of Engineers to prevent stream bank erosion.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

The park land involved in the project is unimproved and there are no immediate plans for its development.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

Potential Section 4(f) Determination

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X Mike Schultz	378-2626	

734-1913 (7-88)

GENERAL INSTRUCTIONS

After a project has been approved for inclusion in the Highway Improvement Program, the Project Environment Classification part of the Project Prospectus should be completed and submitted to the Environmental Section. The Environmental Section will review the classification, obtain FHWA approval and send a copy of the form to Program Management for combining with the other parts of the Prospectus.

SPECIAL INSTRUCTIONS

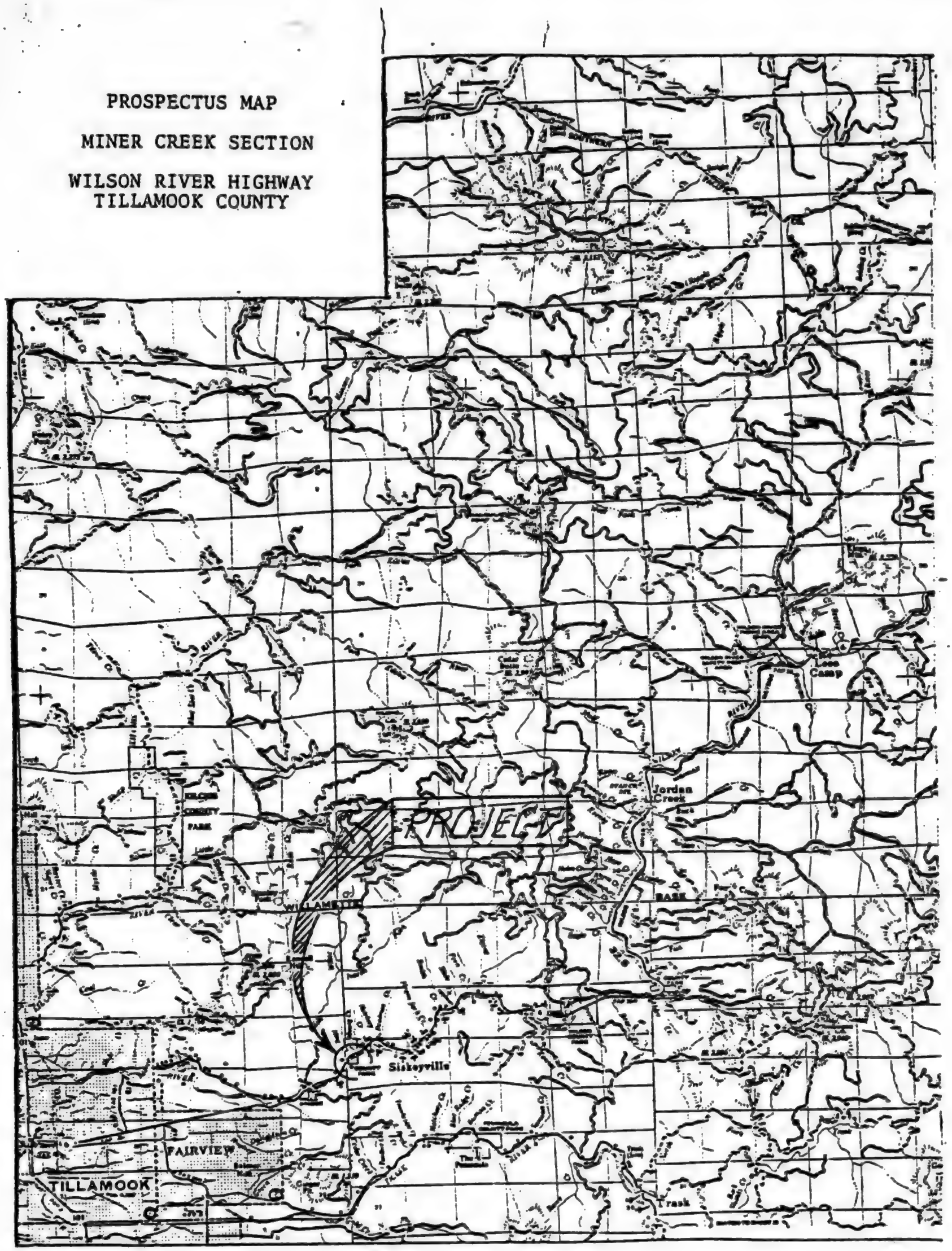
If right of way or easements will not be needed for the project it will not be necessary to complete the Environmental Classification. The project will automatically be classified under the Statewide Categorical Exclusion.

If right of way or easements will be needed for the project, the entire form must be completed and the recommended classification and other documentation shown.

PROSPECTUS MAP

MINER CREEK SECTION

WILSON RIVER HIGHWAY
TILLAMOOK COUNTY



DATE: November 10, 1982

TO: Oregon Transportation Commission PRO

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Finance Approval
Slide Project
Wilson River Highway

On the consent calendar for the November meeting will be a request to add a slide correction project to our construction program for Fiscal Year 1984.

The proposed project is on the Wilson River Highway at Mile Point 6.8, in Tillamook County. Repair of a washout that occurred in January 1965 is eroding away, and now is threatening the roadway.

The $612,000 project would be funded by Federal Aid Primary funds, including $73,000 State match. I recommend your approval and request authority to sign the necessary agreements for and on your behalf.

KO:bks ia

bc Fred Miller
R. W. Gormsen
E. S. Hunter
R. N. Bothman
D. H. Moehring
W. E. Schwartz
C. T. Keasey
J. H. Versteeg
V. E. Skoog
Warren Richards
Carl Nelson
C. O. Fredrickson
George Bell

STATE OF OREGON

HIGHWAY DIVISION

INTEROFFICE MEMO

PRO

TO: H.S. Coulter
State Highway Engineer

DATE: November 10, 1982

FROM: for Robert N. Bothman
Assistant State Highway Engineer

SUBJECT: Miner Creek Section
Wilson River Highway
Tillamook County

Attached is a Project Request to repair a slide at M.P. 6.8 on the Wilson River Highway. This is an area that washed out in the January, 1965 flood. Repairs made at that time have again washed out and are threatening the roadbed.

I concur that the situation is becoming critical and recommend that the project be added to our program. If you approve, the attached letter to the Commission has been drafted for your use.

KO:bks
Attachment

Bob
Have Review made of Prelim Engr. Costs.
10% for a job on which we had prelim.
plans is too much. —
HSC

81-125-1367

Contains Recycled Materials

To Tc

5

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
CON

TO: Robert N. Bothman
Assistant State Highway Engineer

DATE: October 11, 1982

FROM: W. E. Schwartz
Assistant State Highway Engineer

SUBJECT: Proposed Project
Wilson River Hwy. at M.P. 6.8

Attached is a request for a project from Region 2. The proposed project is on the Wilson River Highway at M.P. 6.8.

In 1965 a portion of this highway was destroyed by a massive slide which covered our highway and filled the Wilson River channel. Subsequently, the channel was restored and the highway relocated across the slide mass. The restored river channel was riprapped on the highway side.

Since that time a section of riprap approximately 800 feet long has been eroded away by high water in the Wilson River. The toe of the slide mass thus exposed is being eaten away and has caused some movement in the slide mass. This is evident on the highway as large cracks have developed and settlement has occurred.

I have viewed this problem and believe that we should initiate a project to repair the problem while it is a relatively small problem. I concur with Fredrickson that the situation is becoming critical and is only a matter of time until we lose a section of the highway unless we take some action.

I recommend that this project be added to our construction program. Further, because of recent bidding I believe the project can be added to the program without dropping another project. I recommend we do this instead of advancing work from later years in the program as we had decided at our last schedule meeting.

Att.

WES:st

cc H. S. Coulter
C. T. Keasey
C. O. Fredrickson

+ 10% for PE seems high
HSC

10-13 orig w/att. to Bothman

81-125-1387

Contains Recycled Materials

STATE OF OREGON
Highway Division 378-2626

INTEROFFICE MEMO

RECEIVED
STATE HWY ENGR
OCT 7 '82
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

TO: Wendall E. Schwartz, P.E.
ASSISTANT STATE HIGHWAY ENGINEER

DATE: October 6, 1982

FROM: C. O. Fredrickson, P.E.
REGION ENGINEER

NOTED
W. E. SCHWARTZ

SUBJECT: Erosion Problem
M.P. 6.8, Wilson River Hwy.

In January 1965, a massive slide took out the Wilson River Highway at the subject location, damming the Wilson River, burying a State backhoe, and almost catching three maintenance personnel. The repair of this slide placed the highway on a portion of the unconsolidated slide mass and replaced a concrete box culvert, which was buried, with a concrete bridge. As a part of this project, some slope protection was provided where the final slopes were adjacent to the Wilson River.

Over the years, two things have ocurred. The stream bed of the Wilson River has eroded back to near what it was prior to the 1965 slide. At the same time, much of the slope protection has rolled out into the river, leaving the toe of the bank relatively unprotected. The gradual removal of this toe support has caused a number of areas of the bank to slough off into the river leaving near vertical areas which are working their way closer to the roadbed section. We feel that this is now becoming critical.

The Region has been aware of this problem for some time and proposed a project for which plans were developed in 1976. At that time, conditions at the site were not as severe as they are today and the project was deferred. Last winter's high water conditions on the Wilson River increased the erosion considerably and eroded the stream bed to the point where it was possible to find, and recover, the backhoe lost in 1965. It also caused some lateral movement in the slide mass, resulting in longitudinal cracking of the pavement. Probing of these cracks indicated that they were at least five feet deep. They were patched during the summer.

We are enclosing a document requesting that this project be activated. It will be necessary to redo the previous location cross sections and recompute quantities since the erosion is more severe than it was in 1976, and the slopes should be redone to heal up the cracks and remove the near vertical conditions. There is no way to predict the damage which could occur during the coming winter, but we feel it is safe to predict that if no creective action is taken, we will experience some loss of roadbed when the erosion reaches a critical point.

Contains Recycled Materials

We are enclosing some Poloroid pictures taken last summer for your information and hope you will recommend that we proceed to develop a project to correct this condition. We believe this project is too critical to wait for the normal six-year programming procedures to take place.

COF/bah
W/Attachment

9&16

S

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.: ENV 3

October 4, 1982

RECEIVED
TECHNICAL SERVICES
OCT 5 '82
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Fet | File

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, NE
Salem, OR 97301

RE: Project Classification
Miner Creek Section
Wilson River
Tillamook County
F-35(-)

NOTED
E. S. HUNTER

Dear Mr. Wilken:

Attached is a project environmental classification for the subject project. The proposed project would stabilize a massive earth slide which occurred in 1964 between M.P. 6.6 and 7.0. High water from the Wilson River has been eroding the road base, causing subsidence. Stabilization would involve removal of loose material, slope shaping and placement of riprap along the river. It is our opinion that the project is appropriately classified as Class II, Categorical Exclusion, according to the 1978 Council on Environmental Quality guidelines. Your concurrence is requested.

Very Truly Yours,

ORIGINAL SIGNED BY
GARY A. POTTER

Gary A. Potter, Manager
Environmental Section

GAP:dm

Attachments

bc: E. S. Hunter
Local Programs Unit
D. H. Moehring w/attach
C. O. Frederickson w/attach
Mike Schultz w/attach
Don Trout w/attach
Pieter Dykman

Form 734-3122

November 8, 1976

Mr. Ernest Josi, Chairman
Tillamook Soil Conservation District
c/o U.S. Soil Conservation Service
1503 Third Street
Tillamook, OR 97141

bc H. S. Coulter
R. L. Schroeder
Frank Terpin
J. H. Versteeg
C. O. Fredrickson

Dear Mr. Josi:

For several years, Tillamook County and the Highway Division have been concerned about a bank erosion problem which exists near Highway Mile Point 5.8 on the Wilson River Highway. Because of this concern, the Highway Division has made a location survey of the area and has prepared a design for slope protection to alleviate the erosion problem and to protect this portion of the highway from damage. We have also applied for permits from the various agencies involved so we could proceed with the project when it became economically possible.

The funding of highway projects, particularly those which fall into the area of maintenance, is a very critical problem in today's economy. Maintenance-type projects, which are not generally eligible for Federal-aid, draw from an inadequate supply of State funds, and reduce the ability of the State to provide the necessary matching dollars for the Federal-aid program. Since this project falls within the maintenance category, it is doubtful if Federal-aid can be obtained for financing, and programming of State resources for the work places it in competition with a variety of other highway needs.

Since a project of this type also falls into the area of your organization's concern, we suggest you consider including it as a part of your District program. Should this type of approach be feasible, we would work with you in the areas of permits and material sources and provide you with such assistance as we could render in project preparation. In this way, it may be possible to move more rapidly toward the performance of the necessary work involved.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

COF:elf ja

9646

5

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 29-1463-901

Tillamook, Oregon
May 21, 1976

FROM: C. Anderson
Resident Engineer

TO: G. Wimer
Region Construction Engineer

SUBJECT: Soil Conservation District's Participation in Project
M.P. 6.8 Slide Prevention Project
Wilson River Highway
Tillamook County

Our development of the subject project is due inpart to requests from the local Soil Conservation District. The project, as developed, would benifit them by stabilizing about 400 feet of river bank and the possibility of their sharing the cost of the project was being persued. Since the Highway Division is now attempting to obtain FHWA matching funds for this project, the Soil Conservation District's participation in the project would also be federal funds becomes impractical and therefore isn't being persued any further.

Versteeg
Olson
1 Christenson
Scott
2 Swenson
Savage
Trout

RECEIVED
MAY 27 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

C. Anderson
Resident Engineer

REFERRED TO

Beard	Reed
Cole WEC	Sample
Eriksen	Watson
Hager	Wolfe

Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

cc: George Smith, Soil Conservation District
file

cc Jerry Miller — This should answer your 4-26-76 question
J Kemis

9696

5

May 13, 1976

Portland District, Corps of Engineers
P. O. Box 2946
Portland OR 97266

Gentlemen:

Re: M.P. 6.8 Slide Section
Wilson River Highway
Tillamook County

This slide correction project involves excavation and riprap placement below the high water line of the Wilson River, which empties into Tillamook Bay. While the project is located above the navigable portion of the Wilson River, it falls within the Phase II permit requirement under the Section 404 program. We are therefore applying for a Section 404 permit.

If this project can be funded, we propose to do the work this summer. If the slide is not corrected before the fall flood season, there is a very real danger that the roadway may be washed out. Therefore, your cooperation in expediting the processing of this application would be appreciated.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

Enc.

WAE:mc
bc W. J. Hart
R. W. Ellison
L. W. Rullen
J. H. Versteeg
Frank E. Terpin
Gary Potter
D. E. Keyes

APPLICATION FOR A DEPARTMENT OF THE ARMY PERMIT

One set of original drawings and two copies which show the location and character of the proposed activity must be attached to this application (see sample drawings and checklist).

1. Application number (To be assigned by Corps).	2. Date. Day Mo. Yr.	3. For official use only.

4. Name and address of applicant.

Oregon Department of Transportation
Highway Division
State Highway Building
Salem OR 97310

Telephone number 378-6516 Social Security No. N/A

5. Name, address, and title of applicant's authorized agent for permit application coordination.

Frank E. Terpin
Location Engineer
212 State Highway Building
Salem OR 97310

Telephone Number 378-6883

6. Describe the proposed activity, its purpose and intended use, including a description of the type of structures, if any, to be erected on fills, or pile or float-supported platforms, and the type, composition and quantity of materials to be discharged or dumped and means of conveyance.

SEE ATTACHMENT

7. Proposed use.

Private ☐ Public ☒ Commercial ☐ Other ☐ (Explain in remarks)

8. Name and addresses of adjoining property owners whose property also adjoins the waterway.

Tillamook County
Courthouse
Tillamook OR 97141

9. Location where proposed activity exists or will occur.

Sec. 18 Twp 1S Rge 8W (Where applicable)

Oregon	Tillamook		Tillamook
State	County	In - City or Town	Near - City or Town

10. Name of waterway at location of the activity. Wilson River

11. Date activity is proposed to commence. June 1976

Date activity is expected to be completed. October 1976

12. Is any portion of the activity for which authorization is sought now complete? Yes ☐ No ☒
If answer is "Yes" give reasons in the remarks section. Month and year the activity was completed _____. Indicate the existing work on the drawings.

13. List all approvals or certifications required by other Federal, interstate, state or local agencies for any structures, construction, discharges, deposits or other activities described in this application.

Issuing Agency	Type Approval	Identification No.	Date of Application	Date of Approval
Application for removal/fill permit to the Division of State Lands is being prepared at this time				

14. Has any agency denied approval for the activity described herein or for any activity directly related to the activity described herein? Yes ☐ No ☒ (If "Yes" explain in remarks)

15. Remarks (see paragraph 3 of Permits Pamphlet for additional information required for certain activities).

16. Application is hereby made for a permit or permits to authorize the activities described herein. I certify that I am familiar with the information contained in this application, and that to the best of my knowledge and belief such information is true, complete, and accurate. I further certify that I possess the authority to undertake the proposed activities.

ORIGINAL SIGNED
E. S. HUNTER
Signature of Applicant

18 U.S.C. Section 1001 provides that: Whoever, in any manner within the jurisdiction of any department or agency of the United States knowlingly and willfully falsifies, conceals, or covers up by any trick, scheme, or device a material fact or makes any false, fictitious or fraudulent statements or representations or makes or uses any false writing or document knowing same to contain any false fictitious or fraudulent statement or entry, shall be fined not more than $10,000 or imprisioned not more than five years, or both.

The application must be signed by the person who desires to undertake the proposed activity; however, the application may be signed by a duly authorized agent if accompanied by a statement by that person designating the agent and agreeing to furnish upon request, supplemental information in support of the application.

If the activity includes the discharge of dredged or fill material in navigable waters or the transportation of dredged material for the purpose of dumping it in ocean waters, the application must be accompanied by a fee of $100 for quantities exceeding 2500 cubic yards and $10 for quantities of 2500 cubic yards or less. Federal, State and local governments are excluded from this requirement.

ATTACHMENT

Item 6.

Slide correction; approximately 1,095 cubic yards of material to be removed, of which approximately 400 cubic yards will be used to reshape the slope between the highway and the river; removal of approximately 2,854 cubic yards excavation for foundation toe trench for riprap; placement of approximately 500 cubic yards filter blanket, approximately 1,115 cubic yards keyed riprap, and approximately 1,500 cubic yards loos riprap to reinforce the slope adjacent to the river. All excess material will be disposed of above high water line. A drag line, bull-dozers, dump trucks and other miscellaneous equipment will be used to transport material.

9616

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project RF-191(-)
MP 6.8 Slide Prevention & Erosion Control
Wilson River Highway
Tillamook County
Project Assessment

DATE: May 10, 1976

In reply refer to: 1041B.2

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

The subject project assessment submitted with Mr. Rulien's 4/23/76 memorandum has been reviewed. We concur with your finding that the proposed project constitutes a nonmajor action.

It should be understood that our concurrence is only on the type of action. The proposed standards, the design,and other specific details contained in the assessment will be subject to future reviews.

William H Kappus
for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)
OSHD (Region 2, Welsh)

RECEIVED
STATE HWY ENGR
MAY 17 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File
by Schroeder
5-17-76

964c

5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

March 29, 1976

Salem, Oregon

FILE: 29-1463

FROM: Gerald W. Wimer
REGION II CONSTRUCTION ENGINEER

SUBJECT: Riprap Source
M.P. 6.8, Erosion Control Proj.
Wilson River Highway

TO: Frank Terpin
LOCATION ENGINEER

It is the preference of this office that the M.P. 19 quarry on the Wilson River Highway be designated as a mandatory riprap source for the subject project. There is ample material for this project. There will need to be a small amount of extra handling to obtain the Class 2000 materials.

The reason is to get this source developed so that it is more usable for future emergency projects needing riprap on this highway.

GWW/dea
cc: Eldon Everton
Chet Anderson

LOCATION SECTION

1 Versteeg ✓
Olson
2 Christensen Bar
Scott
Copy Swenson
Savage
Copy Trout

RECEIVED
APR 8 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

REFERRED TO

Beerd Reed
Cole ✓ Sample
Eriksen Watson
Hager Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

By Location Engineer
cc. Versteeg

1983 Trout Creek Bridge Sec., 9697 county Rd. (Clemens Rd) (Grading, base and structure repair)

Oregon Department of Transportation
HIGHWAY DIVISION

9677

HIGHWAY DIVISION INVOICE

AGENCY	CURRENT DOCUMENT NUMBER
02	144660

YOUR ORDER NUMBER	BILLING REQ. NUMBER	DATE	VENDOR NUMBER
	CA 5328	1/13/87	000025648300

Jefferson County
Road Department
Madras, OR 97741

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
434 TRANSPORTATION BUILDING
SALEM OR 97310-0780

FOLD

T.C.	E.A. SUB JOB	SPECD	ORG. UNIT	OBJ DTL	ACT.	REVENUE SOURCE	AGY. SRC.	AMOUNT
617	C09697-000	L02	8027			844010	10	$89.90

PROG	APP SYM	FUND CODE	FUND DETAIL	FUND SOURCE

FOLD

DESCRIPTION:
Final settlement on BHOS-1600(4), Trout Creek (Clemens Rd.) Bridge,
Agreement #7757

TOTAL PRICE

Project Cost (Participating)	$ 90,938.00
Less: Federal Participation	(72,750.40)
Less: County's Advance Deposit	(18,650.00)
Plus: Non Participating County Cost	1,001.61
Less: State Share of Non Participating Cost	(449.31)
TOTAL	$ 89.90

GL
SPECIAL INSTRUCTIONS (FOR ACCOUNTING USE ONLY)

TOTAL AMOUNT DUE $ 89.90

IF YOU HAVE QUESTIONS ABOUT THIS INVOICE PLEASE CONTACT: Mike Shultz 378-6514 or Diane Galida 378-5035 PH.
(INVOICE PREPARER)

734-1150 (11-86)

9697

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS — DATE: December 16, 1986

COUNTY: Jefferson AGREEMENT NO: 7757 PROJECT NO: BHOS-1600(4)

CONTRACT NO: 9697 SECTION: Trout Creek (Clemens Rd.) Bridge

PRELIMINARY ENGINEERING PREFIX 216-1981

	Participating	Non Participating
Project Manager	$ 3,216.30	$ 1.34
Final Design	1,934.85	
Region Geology	188.24	
Location	1.80	
Program Section	166.24	
Administrative Services	53.00	
Environmental	40.09	
Structural Foundations	5,306.16	2.12
Free Bridge Design	4,205.23	
Free Specifications	2,088.87	
Hydraulics	1,088.75	
Total P.E. Cost	$ 18,289.53	$ 3.46
Less Free Bridge Design & Specs.	(6,294.10)	
P.E. Cost Chargeable to County	$ 11,995.43	$ 3.46

CONSTRUCTION PREFIX C216-1054 & C09697

Payment to Contractor	$ 68,645.71	$
Liquidated Damages	(1,760.00)	
Interest on Final Payment		99.53
Field Engineering	7,994.75	898.62
Program Section	83.35	
Materials Lab	1,997.25	
Technical Services	825.85	
Construction Branch	283.06	
Region Engineer Office	872.60	
Total Construction Cost	$ 78,942.57	$ 998.15

SUMMARY

Total Participating P.E. Cost	$ 11,995.43
Total Participating Const. Cost	78,942.57
Total Participating Cost	$ 90,938.00

FEDERAL FUNDS

P.E. (80%)	$ 9,596.34		
Const. (80%)	63,154.06	$	(72,750.40)
Subtotal			18,187.60
Plus Non Participating County Cost			1,001.61
Less State Share of Non Participating Field Engineering Cost			(449.31)
Less County's Advance Deposits			
P.E. #82-84	$ 2,800		
Const. #83-70	15,850		(18,650.00)
BALANCE DUE FROM COUNTY		$	89.90

MKS:me

11/08/86

9677

JOB COST SUMMARY
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBE
PAYROLL CHARGES ARE LOADED

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURR MO
C09697	010		306	0521		
C09697	010		306	0521		
C09697	010		306			
C09697	010		420	8027	SF01	
C09697	010		420	8027		
C09697	010		420			
C09697	010		598	0521		
C09697	010		598	0521		
C09697	010		598			
C09697	010					
C09697	010	900	598	0521		
C09697	010	900	598	0521		
C09697	010	900	598			
C09697	010	900				
C09697	010					
C09697	011		598	0521		
C09697	011		598	0521		
C09697	011		598			
C09697	011					
C09697	011	900	598	0521		
C09697	011	900	598	0521		
C09697	011	900	598			
C09697	011	900				
C09697	011					
C09697						

JOB COST SUMMARY
SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED

IL	CREW NUMBER	MSA FIELD	CURRENT MONTH	CURRENT BALANCE
	0521		.00	.04
	0521		.00	.04
			.00	.04
	8027	SF01	.00	~~167.90-~~
	8027		.00	167.90-
			.00	167.98-
	0521		.00	136.27
	0521		.00	136.27
			.00	136.27
			.00	31.59-
	0521		.00	81.25
	0521		.00	81.25
			.00	81.25
			.00	81.25
			.00	49.66
	0521		.00	136.27-
	0521		.00	136.27-
			.00	136.27-
			.00	136.27-
	0521		.00	81.25-
	0521		.00	81.25-
			.00	81.25-
			.00	81.25-
			.00	217.52-
			.00	167.86-

81.25
+817.37
898.62

To 900

80.26 To 901

ORIGINAL 9677

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

1-26-13

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building, Salem, OR 97310

STATE: Oregon	FEDERAL AID PROJECT NO.: BHOS-1600(4)
PROGRAM APPROVED	VOUCHER PERIOD From: 10-12-82 To: 2-12-85

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
18,292.99	18,289.53	80%	14,631.62	14,631.62	-0-
79,940.72	78,942.57	80%	63,154.06	63,154.06	-0-
98,233.71	97,232.10	80%	77,785.68 ✓	77,785.68	-0-

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

Oregon *State Highway Agency*

By Controller *Authorized Officer* 9/26/86 *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $

Amount Approved $

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

18,371.79
18,289.53
82.26 -

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	TROUT CREEK (CLEMENS ROAD) BRIDGE SECTION COUNTY ROAD IN JEFFERSON COUNTY					
	Preliminary Engineering Type Code PE					
	State	All Required			$18,289.53	
	Construction Type Code X032 Structure, Bridge No. 16648 (Sta. 12+90 to Sta. 16+50)					
	Final Contract Payment Summary	Lump Sum			$68,645.71	
	Construction Engineering					
	State	All Required			$12,056.86	
	Liquidated Damages	Lump Sum			(1,760.00)	
	TOTAL PARTICIPATING CONSTRUCTION ENGINEERING				**$10,296.86**	
	TOTAL PARTICIPATING PROJECT COST				**$97,232.10**	
	Non Participating Project Cost					
	Final Contract Payment Summary	Lump Sum			~~$ 167.90~~	
	Interest on Final Payments	All Required			99.53	
	Construction Engineering	All Required			898.62	
	Preliminary Engineering (State)	All Required			3.46	
	Transfer pre-bent guard rail to maintenance (State)	All Required			~~(167.90)~~	
	TOTAL NON PARTICIPATING PROJECT COST				**$ 1,001.61**	
	TOTAL PROJECT COST				**$98,233.71**	

Prepared based on Participating cost as shown on the Federal Billing as of 10/02/86.

AMOUNT CARRIED FORWARD

DESCRIPTION	PREFIX	FUNCTION	SUB F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	ACTIVE YRS END
IRRIGATION CANAL(BEAR DR) CONT NO 9559 X FA PROJ NOS BROS1600003 100								STATE	
	216	1053	201	00 P 1			61,073.96	83	83
	216	1053	201	00 N 1			962.00	83	83
	216	1053	206	00 N 1			42.74	83	83
	216	1053	208	00 N 1			52.00CR	83	83
	216	1053	290	01 N 1			962.00CR	83	83
	216	1053	296	00 N 9		1,334.88CR	70,522.92CR	83	84
	216	1053	297	00 N 9		1,334.88	14,334.88	83	84
	216	1053	298	00 N 9			56,188.04	83	84
	216	1053	900	00 P 1			5,913.29	83	84
	216	1053	900	00 N 1			245.13	84	84
	216	1053	920	00 P 1			37.25	82	83
	216	1053	928	00 N 1			52.00	83	84
	216	1053	940	00 P 1			1,510.97	83	84
	216	1053	941	00 P 1			222.61	83	83
	216	1053	942	00 P 1			852.95	82	83
	216	1053	944	00 P 1			365.26	82	83
	216	1053	945	00 P 1			142.56	83	83
	216	1053	948	00 P 1			116.20	83	83
			TOT	P1			70,235.05		
			TOT	N1			287.87		
			** JOB TOTALS **		**	**	70,522.92 **		
TROUT CREEK BRIDGE CONT NO 9697 = FA PROJ NOS BHOS1600004 100								STATE	
	216	1054	201	00 P 1		31.35	68,645.71	83	85
	216	1054	201	00 N 1			467.90CR	84	84
	216	1054	203	00 P 1			1,760.00CR	84	84
	216	1054	206	00 N 1		99.53	99.53	85	85
	216	1054	207	00 P 1		136.27	136.27	85	85
	216	1054	207	00 N 1		136.27CR	136.27CR	85	85
	216	1054	296	00 N 9		85.27	63,263.07CR	83	85
	216	1054	298	00 N 9		85.27CR	63,263.07	83	85
	216	1054	900	00 P 1		780.62CR	7,993.74	83	85
	216	1054	900	00 N 1		817.37	817.37	85	85
	216	1054	920	00 P 1	.08CR	17.34	83.35	83	85
	216	1054	928	00 N 1	.04CR	101.08CR	.04CR	84	85
	216	1054	940	00 P 1	.15CR	34.87	1,983.28	83	85
	216	1054	941	00 P 1			13.92	83	84
	216	1054	944	00 P 1	.35CR	82.89	825.85	83	85
	216	1054	945	00 P 1	.43CR	96.19	283.06	83	85
	216	1054	946	00 P 1			872.60	84	84
			TOT	P1	1.01CR	381.71CR	79,077.83		
			TOT	N1	.04CR	679.55	948.49		
			** JOB TOTALS **		1.05CR**	297.84 **	80,026.32 **		
SPTC XNG-JOE WRIGHT RD CONT NO X FA PROJ NOS RRS 0005005 100								STATE	
	218	1005	270	01 P 1			56,245.44	81	83

FEDERAL APPROPRIATION: 114

AGREEMENT EA/SUBJOB	TOTAL COSTS TO DATE	AMOUNT PREV CLAIMED	--PARTICIPATION-- AMOUNT	PERCENT	AGREEMENT AMOUNT	FEDERAL SHARE	-ADJUSTMENT- AMOUNT	CODE	VOUCHER AMOUNT
FEDERAL PROJECT: BHOS-1600-004									
F01610									
C09697 -010	998.15	.00	.00						
C09697 -011	78,942.57	63,154.06	78,942.57						
AGREEMENT TOTALS	79,940.72	63,154.06	78,962.57	80.00	66,446.00	63,156.06	.00		.00
F01613									
C2161981-000	82.26-	.00	82.26-						
C2161981-010	3.46	.00	.00						
C2161981-011	18,371.79	14,631.62	18,371.79						
AGREEMENT TOTALS	18,292.99	14,631.62	18,289.53	80.00	15,000.00	14,631.62	.00		.00
FED PROJ TOTALS	98,233.71	77,785.68	97,232.10		79,446.00	77,785.68	.00		.00
FEDERAL PROJECT: BHOS-2100-005									
F01643									
C09698 -000	99.35	.04	99.35						
C09698 -010	653.87	.00	.00						
C09698 -011	223,689.37	179,030.94	223,689.37						
AGREEMENT TOTALS	224,442.59	179,030.98	223,788.72	80.00	179,030.98	179,030.98	.00		.00
FED PROJ TOTALS	224,442.59	179,030.98	223,788.72		179,030.98	179,030.98	.00		.00
FEDERAL PROJECT: BHOS-3101-001									
F00885									
C0311017-011	.00	.00	.00						
AGREEMENT TOTALS	.00	.00	.00	80.00	.00	.00	.00	A	.00
F02419									
C09746 -000	754.94	6.88	741.17						
C09746 -010	1,407.72	.00	.00						
C09746 -011	80,924.87	65,336.97	80,938.64						
AGREEMENT TOTALS	83,087.53	65,343.85	81,679.81	80.00	65,343.85	65,343.85	.00 14,507.66	L	.00
FED PROJ TOTALS	83,087.53	65,343.85	81,679.81		65,343.85	65,343.85	.00		.00
FEDERAL PROJECT: BHOS-4000-002									
F00856									

DESCRIPTION	PREFIX	FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
	216 1981	297	00	N	9			2,300.00
	216 1981	298	00	N	9			14,480.00
	216 1981	901	00	P	1			3,298.56
	216 1981	901	00	N	1			1.34
	216 1981	905	00	P	1			1,934.85
	216 1981	906	00	P	1			864.68 To 927
	216 1981	910	00	P	1			188.24
	216 1981	918	00	P	1			1.80
	216 1981	920	00	P	1			166.24
	216 1981	921	00	P	1			1,940.87 To 929
	216 1981	922	00	P	1			53.00
	216 1981	923	00	P	1			40.09
	216 1981	926	00	P	1			5,306.16
	216 1981	926	00	N	1			2.12
	216 1981	927	00	P	1			3,340.55 4205.23
	216 1981	929	00	P	1			148.00 2088.87
	216 1981	937	00	P	1			1,088.24
		TOT	P1					18,371.79
		TOT	N1					3.46
		** JOB TOTALS **				**	**	18,375.25 **
TENTH ST-KINCADE RD	CONT NO	FA PROJ NOS RS	B395001 100					STATE
	216 1985	296	00	N	9	2,133.74CR	10,241.16CR	10,241.16CR
	216 1985	298	00	N	9	2,133.74	10,241.16	10,241.16
	216 1985	901	00	P	1	715.29	10,495.38	10,495.38
	216 1985	918	00	P	1		5.63	5.63
	216 1985	926	00	P	1	572.61	1,735.36	1,735.36
	216 1985	927	00	P	1	1.89CR	420.36	420.36
	216 1985	933	00	P	1	1.03CR	228.13	228.13
	216 1985	950	00	P	1		12,884.86	12,884.86
		TOT	P1			1,284.98	12,884.86	12,884.86
		** JOB TOTALS **				1,284.98 **	12,884.86 **	12,884.86 **
MUNGER CR(KINCAID RD)BRIDGE	CONT NO	FA PROJ NOS BROS	1700002 100					STATE
	217 1945	296	00	N	9	1,024.94CR	1,046.13CR	1,046.13CR
	217 1945	298	00	N	9	1,024.94	1,046.13	1,046.13
	217 1945	901	00	P	1	1,438.90	2,740.82	2,740.82
	217 1945	918	00	P	1		5.74	5.74
		TOT	P1			1,438.90	2,746.56	2,746.56
		** JOB TOTALS **				1,438.90 **	2,746.56 **	2,746.56 **
SPTC @ PINECREST DRIVE	CONT NO	FA PROJ NOS RRS	0005034 100					STATE
	217 1947	296	00	N	9		2.53CR	2.53CR
	217 1947	298	00	N	9		2.53	2.53
	217 1947	903	00	P	1		2.81	2.81
		TOT	P1				2.81	2.81
		** JOB TOTALS **				**	2.81 **	2.81 **

DESCRIPTION	PREFIX	FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
		TOT	P1					18,848.83	
		** JOB TOTALS **				**	**	18,848.83	**
MADRAS-PRNVIL HWY-GRIZZLY RD	CONT NO	* FA PROJ NOS SOS 160C001 100							STATE
	216 1974	296	00	N	9			14,458.06CR	
	216 1974	297	00	N	9			2,057.38	
	216 1974	298	00	N	9			12,400.68	
	216 1974	901	00	P	1			8,210.80	
	216 1974	905	00	P	1			3,760.21	
	216 1974	910	00	P	1			779.86	
	216 1974	912	00	P	1			28.53	
	216 1974	913	00	P	1			10.56	
	216 1974	914	00	P	1			6.40	
	216 1974	918	00	P	1			38.46	
	216 1974	920	00	P	1			84.06	
	216 1974	921	00	P	1			1,496.28	
	216 1974	922	00	P	1			17.36	
	216 1974	923	00	P	1			25.54	
		TOT	P1					14,458.06	
		** JOB TOTALS **				**	**	14,458.06	**
IRRIGATION CANAL BR	CONT NO	* FA PROJ NOS BROS1600002 100							STATE
	216 1980	296	00	N	9		590.45	11,411.90CR	
	216 1980	297	00	N	9		590.45CR	1,929.55	
	216 1980	298	00	N	9			9,482.35	
	216 1980	901	00	P	1			3,376.16	
	216 1980	905	00	P	1			1,263.65	
	216 1980	905	00	N	1			18.00	
	216 1980	906	00	P	1		5.10CR		
	216 1980	910	00	P	1			695.49	
	216 1980	914	00	P	1			38.26	
	216 1980	918	00	P	1			675.17	
	216 1980	920	00	P	1			41.50	
	216 1980	920	00	N	1			17.75	
	216 1980	921	00	P	1		615.20CR	500.00	
	216 1980	922	00	P	1			21.03	
	216 1980	926	00	P	1			2,832.63	
	216 1980	927	00	P	1		5.10	1,768.72	
	216 1980	929	00	P	1		615.20	615.20	
	216 1980	932	00	P	1			25.13	
		TOT	P1					11,852.94	
		TOT	N1					35.75	
		** JOB TOTALS **				**	**	11,888.69	**
TROUT CR(CLEMENTS RD)BR	CONT NO	* FA PROJ NOS BHOS1600004 100							STATE
	216 1981	296	00	N	9			16,200.00CR	

4697

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1	Jefferson	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
1-30-85	C. O. Fredrickson, Construction Engineer	BHOS-1600(4)

COMPLETION DATE (Actual)	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
03-02-84	01-22-85	121 %	75 CD

LOCATION

Trout Creek Bridge Sect. of Clemens Road approx. 11 miles North of the City of Madras

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

RECEIVED
STATE HWY ENGR
FEB 12 '85
REFER TO
Fredrickson
FOR

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

NOTED
W. E. SCHWARTZ
2/14

1. Description of Improvement as Programed:

   A. Construction of roadbed grading and aggregate base

   B. Repair of existing structure.
   Length: 148 feet. Roadway Width: 27.5 feet.

   C. Performance of such additional and incidental work as is called for by the specifications and plans.

2. Contractor's Name: P & F Construction

3. Contract Amount: $68,688.27

4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

Signature (SHD Official) C. O. Fredrickson

Title Construction Engineer

A final inspection of the completed work was made on April 24, 1984. Some concrete finishing work remained to be completed at that time. The project manager has indicated that this work is now complete.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: D. B. Carter		SIGNATURE: Original Signed By G. K. HOSSNER Field Operations Engineer — G. K. Hossner	
TITLE: Area Engineer	DATE: 2/11/85	TITLE: Field Operations Engineer	DATE: 2/12/85

FORM FHWA 1446B (Rev. 2-84) PREVIOUS EDITIONS MAY BE USED.

January 28, 1985

Allied Fidelity Insurance Co.
2532 SE Hawthorne Blvd.
Portland, OR 97214

CON 5
#9697

Gentlemen or Ladies:

Contract No. 9697 awarded to P & F Construction for work on the Trout Creek Bridge in Jefferson County was completed on June 25, 1984, and accepted by the State Highway Division on January 22, 1985.

Final payment in the amount of $1,031.35 will be released to the contractor after February 5, 1985. The total contract amount is $67,053.61 including $1,515.22 for work performed under force account.

No claims for labor or material have been filed with us against the bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
cc: P & F Construction
PO Box 232
Gates, OR 97346

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog (Attn: Frank Griffin)
Dale Allen

STATE COPY

TO BE COMPLETED BY FHWA		Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 1-19	U.S. Department of Transportation **Federal Highway Administration**	State OREGON
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County JEFFERSON
MODIFICATION NUMBER 2		Project Number BHOS-1600(4)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 25 ,19 82 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 97,220	$ 99,308
Federal funds	$ 77,776	$ 79,446
Other revisions		

This modification is made for the following reasons: To include increases in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 2nd day of January , 1985 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

By FOR: H. S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON DECEMBER 26, 1984

FEDERAL AID PROJECT NO. BHOS-1600(4)

TROUT CREEK (CLEMENS ROAD) BRIDGE
JEFFERSON COUNTY ROAD

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE PE
PRELIMINARY ENGINEERING

Preliminary Engineering	All Required	$18,000.00
	TOTAL	$18,000.00

TYPE CODE X032
STRUCTURE, BRIDGE NO. 16648 (Sta. 12+90 to Sta. 16+50)

SUBTOTAL from Estimate of September 8, 1983		$69,188.25
Additional Item - Bent #2 Work (FA #1)		1,515.22
	SUBTOTAL	$70,703.47
	Engineering	10,604.53
	TOTAL	$81,308.00

Length of Structure ---------- 0.379 mi.

SUMMARY OF FUNDS (80%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	COUNTY FUNDS
Preliminary Engineering	$18,000	$14,400	$800	$ 2,800
Structure	81,308	65,046	--	16,262
TOTAL	$99,308	$79,446	$800	$19,062

Group 1: 100%
Contract No. 9697
Prefix: 216-1981
Prefix: 216-1054

WH:pf

9697

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NUMBER 10-68		OREGON
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County JEFFERSON
MODIFICATION NUMBER 1	10-12-83	Project Number BHOS-1600(4)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 25 , 19 82 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 18,000	$ 97,220
Federal funds	$ 14,400	$ 77,776
Other revisions		

This modification is made for the following reasons: Adding Construction Phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 12th day of October , 19 83 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

By FOR: H. S. Coulter

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON SEPTEMBER 8, 1983

FEDERAL AID PROJECT NO. BHOS-1600(4)

TROUT CREEK (CLEMENS ROAD) BRIDGE SECTION
COUNTY ROAD IN JEFFERSON COUNTY

PROJECT AGREEMENT ESTIMATE

TYPE CODE PE
PRELIMINARY ENGINEERING

Preliminary Engineering	All Required		$ 18,000.00
	TOTAL		$ 18,000.00

TYPE CODE X032
STRUCTURE, BRIDGE NO. 16648 (Sta. 12+90 to Sta. 16+50)

Mobilization	All Required		$ 1,000.00
Temporary Protection and Direction of Traffic	All Required		1,000.00
Temporary Signs	20 Sq. Ft.	10.00	200.00
Temporary Continuous Rail Traffic Barriers	50 Lin. Ft.	10.00	500.00
Embankment in Place	190 Cu. Yd.	10.53	2,000.70
1"-0 Aggregate Base	425 Ton	10.00	4,250.00
Guard Rail, Type 2A	50 Lin. Ft.	20.00	1,000.00
Guard Rail, Type 3	100 Lin. Ft.	50.00	5,000.00
Guard Rail Anchors, Type 1	2 Each	250.00	500.00
Rail End Pieces, Type C	4 Each	100.00	400.00
Loose Riprap, Class 700	140 Cu. Yd.	10.00	1,400.00
Alternations to Existing Structure	All Required		5,000.00
Shoring, Cribbing, Etc.	All Required		2,000.00
Structure Excavation	350 Cu. Yd.	12.14	4,249.00
Structural Concrete, Class 3300	All Required		16,250.00
Reinforcement	All Required		4,250.00
Structure Repair	All Required		2,000.00
Clean and Paint Trout Creek Bridge	All Required		2,340.00
Lumber and Timber, Treated	15 MBM	956.57	14,348.55
Guard Rail on Bridge	160 Lin. Ft.	6.25	1,000.00
			$ 68,688.25

ANTICIPATED ITEMS

Roadside Seeding and Mulching	All Required	$ 500.00
	SUBTOTAL	$ 69,188.25
	Engineering	10,031.75
	TOTAL	$ 79,220.00

Length of Structure ---------- 0.379 mile

SUMMARY OF FUNDS (80%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	COUNTY FUNDS
Preliminary Engineering	$18,000	$14,400	$800	$ 2,800
Structure	79,220	63,376	--	15,844
TOTAL	$97,220	$77,776	$800	$18,644

Group 1: 100%
Contract No. 9697
Prefix: 216-1081
Prefix: 216-1054

DAR:pf

9697

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 10-229	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION 10-25-82 FEDERAL-AID PROJECT AGREEMENT	State Oregon Jefferson BROS-1600(4)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., Approx. 13 mi. N. of Madras

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	10-12-82	0.02
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*		

ESTIMATED TOTAL COST OF PROJECT	FUNDS FEDERAL ~~FUNDS~~ ~~PRO RATA~~ 30.0%
$18,000.00	$ 14,400.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Program Control Engineer
(Title)

XXX By For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator OCT 25 1982

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen File

Oregon State Highway Division
Salem, Oregon October 22, 1982

Federal-Aid Project
No. BROS-1600(4)

Trout Creek (Clemens Road) Bridge Section
County Road in Jefferson County

PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$18,000.00
	TOTAL	$18,000.00

Length of Project ---------- 0.02 miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
Preliminary Engineering	$ 18,000.00	$ 14,400.00	$ 800.00	$ 2,800.00
Retain in Program				
Contract Work	97,000.00	77,600.00	----	19,400.00
TOTAL	$115,000.00	$ 92,000.00	$ 800.00	$22,200.00

Group 1 100%
Prefix: 216-1981

VICTOR ATIYEH
GOVERNOR

Division of State Lands

1445 STATE STREET, SALEM, OREGON 97310 PHONE 378-3805

July 11, 1984

OREGON STATE
LAND BOARD

VICTOR ATIYEH
Governor

NORMA PAULUS
Secretary of State

CLAY MYERS
State Treasurer

RF 3788
P & F Construction
c/o Don Trout
200 Transportation Bldg.
Salem, OR 97310

Your Removal-Fill permit is due to expire soon. If you wish to continue the activity outlined in the permit, it will be necessary to renew the permit within the next few weeks. If you plan to do any additional work or have a change in your original plans, please complete the attached application and submit it, with the appropriate maps and/or drawings, to our office.

Please return this letter, indicating the action you wish to be taken. If there are any questions regarding the permit program or this renewal, please call the Environmental Permits Section at 378-3059.

Sincerely,

Susan M. Payne

for Marge Akers
Waterway Permit Specialist

MA:sp

Enclosures

Versteeg
Anderson
Adams
Edwards
Terpin
Trout
Wakerlig

RECEIVED
JUL 13 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ___/___/___
Action

PLEASE RESPOND BY:

Trout Cr. Br. Sec. County Rd.
(Clemens Rd) Jefferson Co.

✓ Do Not Renew This Permit

___ Please Renew This Permit (Fee Enclosed)

Permit No.: RF 3788 USHD #369
Waterway: Trout Creek
Expiration Date: Sep. 15, 1984
Fee: $50.00

Division of State Lands
1445 State Street
Salem, Oregon, 97310
Phone: 378-3059
378-3805

Permit No. 3788
Permit Type Removal Fill
Waterway Trout Creek
County Jefferson County
Expiration Date September 15, 1984
Hwy. #369
Trout Creek Bridge Section
County Road (Clemens Road)
Jefferson County

P & F CONSTRUCTION

IS AUTHORIZED IN ACCORDANCE WITH ORS 541.605 TO 541.695 TO PERFORM THE OPERATIONS DESCRIBED IN THE ATTACHED COPY OF HIS APPLICATION, SUBJECT TO THE SPECIAL CONDITIONS LISTED ON ATTACHMENT A AND TO THE FOLLOWING GENERAL CONDITIONS:

1. This permit does not authorize trespass on the lands of others. The permit holder shall obtain all necessary access permits or rights-of-way before entering lands owned by another.

2. This permit does not authorize any work that is not in compliance with local zoning or other local, state, or federal regulations pertaining to the operations authorized by this permit. The permit holder is responsible for obtaining the necessary approvals and permits before proceeding under this permit.

3. If removal is from state-owned submerged and submersible land, the applicant must comply with leasing and royalty provisions of ORS 274.530. Creation of new lands upon submerged or submersible lands must comply with provisions of ORS 274.905 et seq.

4. All work done under this permit must comply with Oregon Administrative Rules, Chapter 340; Standards of Quality for Public Waters of Oregon. Specific water quality provisions for this project are set forth on Attachment A.

5. Violations of the terms and conditions of this permit are subject to administrative and/or legal action which may result in revocation of the permit or damages. The permit holder is responsible for the activities of all contractors or other operators involved in work done at the site or under this permit.

6. A copy of the permit shall be available at the work site whenever operations authorized by the permit are being conducted.

7. Employees of the Division of State Lands and all duly authorized representatives of the Director shall be permitted access to the project area at all reasonable times for the purpose of inspecting work performed under this permit.

8. The Division of State Lands retains authority to temporarily halt or modify the operation if it should cause excessive turbidity or damage to natural resources.

9. Any permit holder who objects to the conditions of this permit may request a hearing from the Director, in writing, within 10 days of the date this permit was issued.

Ed Zajonc, Director
Oregon Division of State Lands

Authorized Signature

September 15, 1983
Date Issued

ATTACHMENT A

Special Conditions for Material Removal/Fill Permit No. 3783

1. This permit authorizes the removal of approximately 200 cubic yards of material, the placement of approx. 100 cubic yards of material, and the placement of approx. 140 cubic yards of rock riprap in Section 9, T9S, R14E (Clemens Road) in conjunction with bridge rehabilitation project as outlined in the attached permit application, map and drawings (OSHD No. 369).

2. Turbidity increase shall be limited to 10% increase above background as measured 100 feet below project.

3. Waste materials and spoils shall be placed above the bankline.

4. Turbid waste waters from the project shall be provided adequate settling time.

5. There shall be no operation of equipment in the active flowing stream between December 31 and August 1.

6. At project's completion, the stream shall be returned to the original channel.

7. Riprap shall be placed under these conditions:

   a. Only clean, erosion resistant rock from an upland source shall be used as riprap. No broken concrete or asphalt shall be used as riprap.

   b. Riprap shall be placed in a manner that does not appreciably increase the upland surface area.

   c. Areas of streambank disturbance not covered by riprap shall be seeded or planted with grass and/or legumes, shrubs, and trees.

   d. All riprap rock shall be placed from above the bankline.

   e. The completed revetment shall be no steeper than 1½:1.

8. Removal of existing woody vegetation shall be minimal.

9. The Division of State Lands retains the authority to temporarily halt or modify the project in case of excessive turbidity or damage to natural resources.

September 15, 1983

~~Send to:~~
~~Division of State Lands~~
~~1445 State Street~~
~~Salem, Oregon 97310~~

OSHD PERMIT NO. 369
Trout Creek Br. Sec.
[illegible]. Rd. (Clemens Rd.)
Jefferson County
September 6, 1983

FOR DIVISION USE
Please return by
Date Received
Permit No.
Waterway
County

RECEIVED
SEP15 1983
DIVISION OF STATE LANDS

REMITTANCE $ 50.00
PO 24589

APPLICATION FOR REMOVAL OR FILL PERMIT
(ORS Chapter 541.605 et seq.)

Please Print

1. Applicant's Name P & F Construction
   Address P. O. Box 232 Phone 447-2728
   City Gates State OR Zip Code 97346
2. Project Supervisor's Name Dan Peters Phone 897-2728
3. Property Owner's Name Jefferson County
   Address County Courthouse Phone --
   City Madras State OR Zip Code --
4. Waterway affected by project Trout Cr. Tributary of Deschutes River ?
   County Jefferson River Mile - Section 9 Township 9S Range 14E
   Local name for project location Clemens Road
5. Purpose(s) of project Bridge Rehabilitation
6. Describe your proposed operation (Attach additional sheet if necessary):
   See Remarks # 14
7. When will project start? Summer 1983 Be completed? Fall 1983
8. Project will be: Removal _____ Fill _____ Combination X Riprap Approx. 140 Cu.Yc
9. Fill will consist of: rock _____ gravel X sand X silt _____ other dirt
   Removal will consist of: rock _____ gravel X sand X silt X other _____
10. Amount of Fill (cu.yds.) annually _____ total project Approx. 100 Cu. Yds.
    Amount of Removal (cu. yds.) annually _____ total project Approx. 200 Cu. Yds.
11. Where will you place surplus materials? Along highway roadbed
12. What steps do you plan to take to restore the area to its natural condition?
    All new or disturbed dirt slopes will be seeded and mulched.

Signed Colleen Fitterling Title Partner Date 9-8-83

CONTINUED ON BACK OF SHEET

141-31-04-77

13. List names and addresses of adjoining property owners.

14. Remarks: The proposed stream related work will include the rehabilitation of the existing bridge and the placement of riprap for erosion perfection.

The bridge work includes the replacement of the southerly end abutment. This abutment will be constructed of concrete and rest on a concrete spread footing.

Class 700 riprap will be placed around the base of both abutment supports to prevent future erosion.

The proposed detour is to be constructed by the County and is not a part of this proposed project.

Date of Award: September 2, 1983

Completion time: 75 calendar days

PURCHASE ORDER — STATE OF OREGON

SHOW THIS NUMBER ON ALL PAPERS AND PACKAGES PERTAINING TO THIS ORDER

H 245899

PAGE 1 OF 1

SHIP TO	J. H. Versteeg, Room 200, Transportation Bldg., Salem, OR 97310	AGENCY NO. 734	P.O. DATE 9-13-83
BILL TO	OREGON STATE HIGHWAY DIVISION 438 TRANSPORTATION BUILDING • SALEM, OR 97310	ACCOUNT NUMBER	NO. INVOICES 1 / FISCAL YEAR 83-84
TERMS	F.O.B. DELIVERY REQUIRED	CREW NUMBER 007-00	DELEGATED AUTHORITY CODE Unlimited-1 / COMMODITY CODE

VENDOR

Oregon Division of State Lands
1445 State Street, N.E.
Salem, OR 97310

VENDOR NUMBER

INSTRUCTIONS TO VENDOR

ALL INVOICES MUST CARRY THIS PURCHASE ORDER NUMBER. PREPAY ALL TRANSPORTATION CHARGES UNLESS OTHERWISE STATED.

IF TRANSPORTATION IS BILLED AS SEPARATE ITEM, RECEIPTED FREIGHT BILL MUST ACCOMPANY INVOICE.

STATE IS NOT SUBJECT TO FEDERAL EXCISE TAX.

	QUANTITY ORDER'D	UNIT	REC'D	DESCRIPTION	EQUIP. NO. OR PREFIX	CODE OR FUNC.	SUB FUNC	OBJECT	P/N GROUP	UNIT PRICE	ITEM TOTAL	
1	1	EA		Removal/Fill Permit	216-1054	944		059		$50.00	$50.00	1
2												2
3				OSHD Permit No. 369								3
4				Trout Creek Bridge Section								4
5				County Road (Clemens Road) Jefferson County								5
6												6
7												7
8												8
9												9
10												10

RECEIVED BY: Karen K. Rice — DATE RECEIVED: 9-20-83

TOTALS $ 50.00

I certify the above items are within current budget allowances

ORDERED BY: Karen K. Rice — DATE: 9-13-83

APPROVED BY: Purchasing Manager — DATE: 9-13-83

I certify these items are authorized by the Dept. of Gen'l Services.

AUTHORIZED AGENT — SIGNATURE — DATE: 9-13-83

ACCOUNTING USE ONLY

H 245899

ITEM NUMBER	PREFIX	FUNCTION	SUB FUNC.	OBJECT	P/N GROUP	AMOUNT	ENCUMB. LIQUID	EQUIPMENT NUMBER	CODE

734-1036 (7-82)

ORIGINATOR

Trout

Hwy. # 369
Trout Creek
Jefferson County

PRELIMINARY
ATTACHMENT A

Special Conditions for Material Removal/Fill Permit No. 3788

1. This permit authorizes the removal of approximately 200 cubic yards of material, the placement of approx. 100 cubic yards of material, and the placement of approx. 140 cubic yards of rock riprap in Section 9, T9S, R14E (Clemens Road) in conjunction with bridge rehabilitation project as outlined in the attached permit application, map and drawings (OSHD No. 369).

2. Turbidity increase shall be limited to 10% increase above background as measured 100 feet below project.

3. Waste materials and spoils shall be placed above the bankline.

4. Turbid waste waters from the project shall be provided adequate settling time.

5. There shall be no operation of equipment in the active flowing stream between December 31 and August 1.

6. At project's completion, the stream shall be returned to the original channel.

7. Riprap shall be placed under these conditions:

   a. Only clean, erosion resistant rock from an upland source shall be used as riprap. No broken concrete or asphalt shall be used as riprap.

   b. Riprap shall be placed in a manner that does not appreciably increase the upland surface area.

   c. Areas of streambank disturbance not covered by riprap shall be seeded or planted with grass and/or legumes, shrubs, and trees.

   d. All riprap rock shall be placed from above the bankline.

   e. The completed revetment shall be no steeper than 1½:1.

8. Removal of existing woody vegetation shall be minimal.

9. The Division of State Lands retains the authority to temporarily halt or modify the project in case of excessive turbidity or damage to natural resources.

July 5, 1983

MC

Copy

Copy

RECEIVED
JUL 7 1983
ROAD DESIGN SECTION

Versteeg
Anderson
Adams
Macnab
Stoudenmayer
Turpin
I Trout
Wikesby

Do Not File ☐
Return To
Bring Up ...../...../.....
Action

Copy Bridge Environmental

9697

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Trout Creek Bridge		WEEK ENDING: May 12,1984
		SECTION PREFIX: 216-1054
HIGHWAY: Clemens Rd. (County Rd.)		COUNTY: Jefferson
NAME OF JOB: Trout Creek Bridge	KIND OF WORK: Stucture Repair	
CONTRACTOR: P & F Construction	CONTRACT NUMBER: 9697	FEDERAL AID PROJECT NUMBER: BHOS-1600(4)
DATE OF CONTRACT: September 2, 1983	DATE WORK STARTED: September 23, 1983	ESTIMATED COMPLETION DATE: March 2, 1984
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED: 99
PROJECT AUTHORIZATION: $ 79,220.55	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 119
EXCLUSIVE OF ENGINEERING: $ 72,301.72	ENGINEERING AUTHORIZATION $ 6,918.83	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 72-301.72	ENGINEERING COST TO DATE $ 8,100.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____ %	PERCENT OF AUTHORIZATION 117 %	DATE PROJECT WAS COMPLETED: March 2, 1984

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY		,		Project Completed.
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

CE. F CAE ..... RECEIVED LS ..... TC .....
COE ..... OM .....
CA ..... MAY 14 1984 SA ..... CC .....
CAM ..... FE .....
CP ..... CONSTRUCTION OCS ..... MA .....
LEO ..... SECTION FILE .....

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

This Week: Project completed, and submitted 5/10/84

SIGNED W. W. Roberts LOCATION Bend

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

January 5, 1984

P & F Construction
P.O. Box 232
Gates, OR 97346

CON

Time Extension Request
Trout Creek Bridge
Contract No. 9697
FAP No. BHOS-1600(4)

Your request for 25 calendar days of additional contract time in which to complete the above project has been carefully reviewed. The four reasons stated in your request were the performance of extra work, varying conditions of the existing structure, availability of materials, and site conditions not shown in the logs.

A contract time adjustment of seven calendar days is granted due to the performance of extra work and minor adjustments necessary to accommodate the existing structure conditions.

The delay in obtaining materials is not a valid reason for contract time adjustment and this portion of your request is denied. However, it was necessary to change the specified 6"x8" timbers to 12"x12", and one day of additional contract time is granted due to this change.

The encountering of site conditions not shown in the soil logs is not a valid reason for additional contract time, (see Special Provision 102.05) and this portion of your request is denied.

In summary, a contract time adjustment of an additional eight calendar days is granted and the adjusted contract time of completion of this project is 83 calendar days.

There remains four calendar days of liquidated damages under this contract at this time. The project is currently under a suspension of work due to conditions unsuitable for placement of riprap. You will be notified when conditions permit the completion of this work. Should you wish to submit additional data, or to further review the matter of contract time, please contact Project Manager Will Robertson.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:cb sl

bc H. S. Coulter
C. T. Keasey
Dale Allen w/att.
Will Robertson w/att.

Bob Church
FHWA w/att.

STATE OF OREGON

INTEROFFICE MEMO

TO: C. T. Keasey
Construction Engineer

DATE: December 5, 1983

FROM: Robert C. Pool
Region Operations Engineer

SUBJECT: Time Extension Request
P & F Construction
Contract #9697

CE CAE FOE OCS SCS BBO — RECEIVED DEC 8 1983 CONSTRUCTION SECTION — OM CA I C TC E CP

Here is a time extension request which was submitted by P & F Construction. Please refer to Wil Robertson's letter (attached).

RECOMMENDATION

Extra Work Order #1 — 6 Days

.....Replace swaybraces and truss members
.....Pour top on retaining walls (Bt 2)
.....Replace bearing plates on east end of structure
.....Other miscellaneous work

Minor Changes — 1 Day

.....Install cans around anchor bolts
.....Revision in design of Bt 2

Change in Treated Timber — 0 Days

.....12 X 12 Required in lieu of 6 X 8 shown on plans. Timber can't be installed until steel is painted. It is not painted yet.

Structural Excavation — 13 Days

.....Excavation of Bt. 1 took 15 Days
.....Excavation without old footing problem would have been 2 Days
13 Days

TOTAL RECOMMENDED INCREASE — 20 Days

PERTINENT DATES: TROUT CREEK

Contract Award Date..... September 2, 1983
Time Began..... September 15, 1983
Work Began..... September 23, 1983
Time Expired..... November 28, 1983
Work Completed.....
Contract Time..... 75 C.D.
Excess Time Used..... 7 Days (through December 5)

9611

S

September 21, 1983

P & F Construction
P. O. Box 232
Gates, OR 97346

CON 5

#9697

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 9697 for work on the Trout Creek Bridge in Jefferson County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

de
Enclosure

cc: Allied Fidelity Insurance Co.
2532 S.E. Hawthorne Boulevard
Portland, OR 97214

Allied Fidelity Insurance Co.
P. O. Box 20112
Indianapolis, Indiana 46220

bc: C. T. Keasey
Walt Hart
Robert Church
Jan Peterson
Dale Allen
W. W. Robertson

P & F Construction

Post Office Box 232
Gates, Oregon 97346
(503) 897-2728

August 15, 1983

REFER: Trout Creek Bridge #9691
MBE Assigned Goals

Below are companies, qualified minority businesses, who we have received price quotes for supplies and services.

Apon award of this contract, we will work with Arrow Brothers Corp. of Wilsonville, OR, on subcontracting supplies and services, for items 7,8,9, and 10.

	ITEM	PRICE
	(In place)	
--Arrow Brothers Corp.	7	$1,100.00
'310 AGC Center	8	3,400.00
9450 Commerce Circle	9	760.00
Wilsonville, Oregon	10	340.00
		5600.00
	(Inplace)	
--J and J Fencing Inc.	7	925.00
694 N. 34th Street	8	4,750.00
Springfield, Oregon	9	480.00
	10	600.00
	20	1,840.00
		8595.00
	(Supply Only)	
--Dirt & Aggregate Inc.	7	467.50
20905 N.E. Sandy Blvd	8	1,960.00
Troutdale, Oregon	9	290.00
	10	342.00
		3059.50
	(Supply Only)	
-- Karval Construction Supply Co.	3	$3.75/Sq. Ft.
P. O. Box 341		
Woodland, Washington		

Sincerely,

Colleen G. Fitterling

COLLEEN G. FITTERLING
Partner

RECEIVED
AUG 17 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Kay Turner

9677

August 11, 1983

PRO-ACC

Jefferson County Board
of Commissioners
Courthouse
Madras, OR 97741

Attn: Mr. Don Wood
Roadmaster

Gentlemen:

On August 11, 1983 the Highway Division received a satisfactory bid from P. and F. Construction, P.O. Box 232, Gates, OR 97346 for the Trout Creek (Clemens Rd.) Br. Section. This is a Highway Bridge Replacement Project No. BHOS-1000(4). Based upon the Contractor's bid the County's advance deposit will be:

Contractor's Bid	$68,588.25
Seeding and Mulching	500.00
4 1/2% Contingencies	3,113.47
10% Engineering	6,918.63
Est. Construction Cost	$79,219.99

Rec'd 9-2-83
Awarded 9-2-83
Informal
Region
9-2-83

County's Share of Costs are:
20% of $79,219.99 = $15,843.99

By rounding the County's Advance Deposit will be $15,850.00

We will award the contract when we receive your advance deposit, which should be in this office no later than September 2, 1983.

Please make your advance deposit by selecting one of the three options as described on the attached sheets.

Very truly yours,

ORIGINAL SIGNED BY
D. E. SWAN

for Gary A. Potter, Manager
Program Section

rlR:pf
Attachment
Dcc w/AD # 83-70: John Hagedorn, Region 4
Vern Skoog - Please return completed AD #83-70 when advance deposit is received.

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.	BHOS-1600(4)
2. STATE PROJECT NO.	See below
2A. COUNTY NAME	Jefferson
3. FROM	Dale E. Wilken, Division Administrator FHWA - Oregon Division
4. PROGRAM NO.	
5. ITEM NO.	30007

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL 25 '83
REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
7/20/83	Non Federal-aid	County Road

10. GENERAL LOCATION:

Trout Creek (Clemens Road) Brdige Section

11. GENERAL DESCRIPTION OF WORK

Rehabilitate Structure

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [XX] CONSTRUCTION -- ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

As requested in Mr. Potter's letter of 7/18/83 you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $96,790 Federal Funds $77,432 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

I accept the certification of Mr. Rod Henry dated 7/14/83 that provisions of FHPM 7-5-1 have been complied with.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
7/20/83		for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9627

Section Trout Creek Bridge — Programming Estimate $ 100,000

Highway Co. Rd (Clemens Rd) — Project Length 0.07 mile

County Jefferson 7-12-83 — Completion Time 75 C.D.

Kind of Work Grading, Base and Struct. Repair — Est. Comp. Date 11-25-83

Prefix 216-1931-928 — Letting Date Aug. 11, 1983 — Project No. BHOS-1600(4)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 84,035.00

Anticipated Additional Items:

Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished _____		
Roadside Seeding & Mulching	500.00	$ 500.00
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x ____ hrs.)		
State Responsibility for Damages		
Signal Controller Testing		
"OPTICOM" Testing		
Bikeway Signs		
Bikeway Striping & Legend		
_____		
_____		
_____		
_____		
_____		
Adjust Utilities:		
_____		
_____		

Subtotal $ 84,535.00

Contingencies (4-1/2%) 3,804.08

Engineering (8, 9, (10%)) 8,453.50

Subtotal $

Credit for _____

Estimated Net Authorization, Construction . . . . . $ 96,792.58

Co Share = $19,358.52

APPROVED

Hagedorn says OK 7-12-83

Road Design Engineer

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

Section	County	Sheet of
Trout Creek Bridge	Jefferson	1 2

Kind of Work	Length	Date	Name
Grading, Base & Structure Repair	0.07 mile	6-7-83	McGill

No.	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization		All	All		7,500
	Temporary Protection and Direction of Traffic		All	All	—	500.00
	Temporary Signs		Sq. Ft.	20	6.00	120.00
	Temporary Continuous Rail Traffic Barriers		Lin. Ft.	50	8.00	400.00
	ROADWORK					
	Embankment in Place		Cu. Yd.	190	5	950
	1"-0 Aggregate Base		Ton	425	10	4250
	Guard Rail, Type 2A		Lin. Ft.	50	15	750
	Guard Rail, Type 3		Lin. Ft.	100	28	2800
	Guard Rail Anchors, Type 1		Each	2	350	700
	Rail End Pieces, Type C		Each	4	85	340
	Loose Riprap, Class 700		Cu. Yd.	140	20	2800.00

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

Section	County	Sheet of
Trout Creek Bridge	Jefferson	2 2

Kind of Work	Length	Date	Name
Grading, Base & Structure Repair	0.07mi.	6-7-83	McGill

No.	Item	Code	Unit	Quant.	Unit Cost	Total
	STRUCTURE					
	Alterations to Existing Structure		All	All	—	9,000.00
	Shoring, Cribbing, Etc.		All	All	—	1,500.00
	Structure Excavation		Cu.Yd.	350	15.00	5250.00
	Structural Concrete, Class 3300		All	All	—	16,250.00
	Reinforcement		All	All	—	3,825.00
	Structure Repair		All	All	—	4,500.00
	Clean And Paint Trout Creek Bridge		All	All	—	6,000.00
	Lumber and Timber, Treated		MBM	15	1,000.00	15,000.00
	Guard Rail on Bridge		Lin.Ft.	160	10.00	1,600.00

9677

rn

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

3. FROM: Dale E. Wilken, Division Administrator FHWA - Oregon Division	4. PROGRAM NO.	1. FEDERAL-AID PROJECT NO.: BHOS-1600(4) 2. STATE PROJECT NO.: See below 2A. COUNTY NAME: Jefferson
	5. ITEM NO.: 30007	

6. TO

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, OR

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
6/22/83	Non Federal-aid	County Road

10. GENERAL LOCATION:

Trout Creek (Clemens Road) Br. Section

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* Program Change

13. REMARKS

As requested by Mr. Potter's letter of 6-22-83, I approve the program change from "Bridge Replacement" to Bridge Rehabilitation and accordingly change the Project number to BHOS-1600(4).

RECEIVED
STATE HWY ENGR
JUL 8 '83
REFER TO Potter
FOR

Info	Invest	R/D	D/R	Sign	Act	File

Orig to 7/8

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
6/22/83	D. K. Hoover	For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9677

S

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

DATE: June 22, 1983

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Program Change
Item No. 30007
Project No. BROS-1600(4)
Trout Creek (Clemens Rd.) Bridge Section
Jefferson County

I request approval of a program change requiring modification as follows:

1) Project Number: Change to read "BHOS-1600(4)".

This request is based on your June 16 memorandum approving rehabilitation of the existing structure.

JLG:lb

cc: Ken Husby
General Files

Form 734-3122

9617

5

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project BROS-1600(4)
Trout Creek (Clemens Rd.) Bridge
Jefferson County

Date: June 16, 1983

From: Division Administrator

Reply to Attn. of: HBR-OR

To: Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

NOTED
H.S.COULTER

Mr. Potter's letter of June 13, requestes a status quo for width on the proposed bridge and roadway repair of the Trout Creek Structure. This road is used almost solely for seasonal recreation (less than 50 ADT) and the railroad culvert which serves as the roadway during good weather is limited to one vehicle width and is the only public access to the site. The support is reasonable and we approve the request as detailed in Mr. Potter's letter.

for Dale E. Wilken

cc:
OSHD (G Potter)

RECEIVED
STATE HWY ENGR
JUN 20 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

9697

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

Date: June 16, 1983 PRO 6-2

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Project No. BROS-1600(4)
Trout Creek (Clemens Rd.) Br. Sec.
Jefferson County

Attached is a copy of interoffice memo by J.H. Wood, Highway Division Structure Maintenance Engineer, concerning the sufficiency rating of the structure after the proposed project is accomplished as rehabilitation rather than replacement as presently programmed.

JLG:bks
Attachments
cc: John Wood
Ken Husby (w/att.)
General Files

Form 734-3122

MAI 14-1

STATE OF OREGON
Highway Division - Maintenance

INTER-OFFICE MEMO

TO: D. E. Swan
Project Unit Engineer

DATE: June 13, 1983

SUBJECT: Trout Creek Bridge #31C53
County Road #739
Jefferson County

Rehabilitation work planned for this bridge will raise the sufficiency rating from 24.8 to 72.8.

If the special reductions for truss construction and safety features can be bypassed, the rating would be over 80.

John H. Wood

John H. Wood
Structure Maintenance Engineer

JHW:llb

cc: W. J. Hart

PROGRAM SECTION
MANAGER JE PROJECT UNIT S ✓
JUN 14 1983
MAN. ASSIST. _____ PROGRAM UNIT _____
REFER TO _____
FOR _____

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typical Sections & Summary
3	Plan

TP&DP To Be written in the Special Provisions

STATE OF

DEPARTMENT OF T

STATE HIGHW

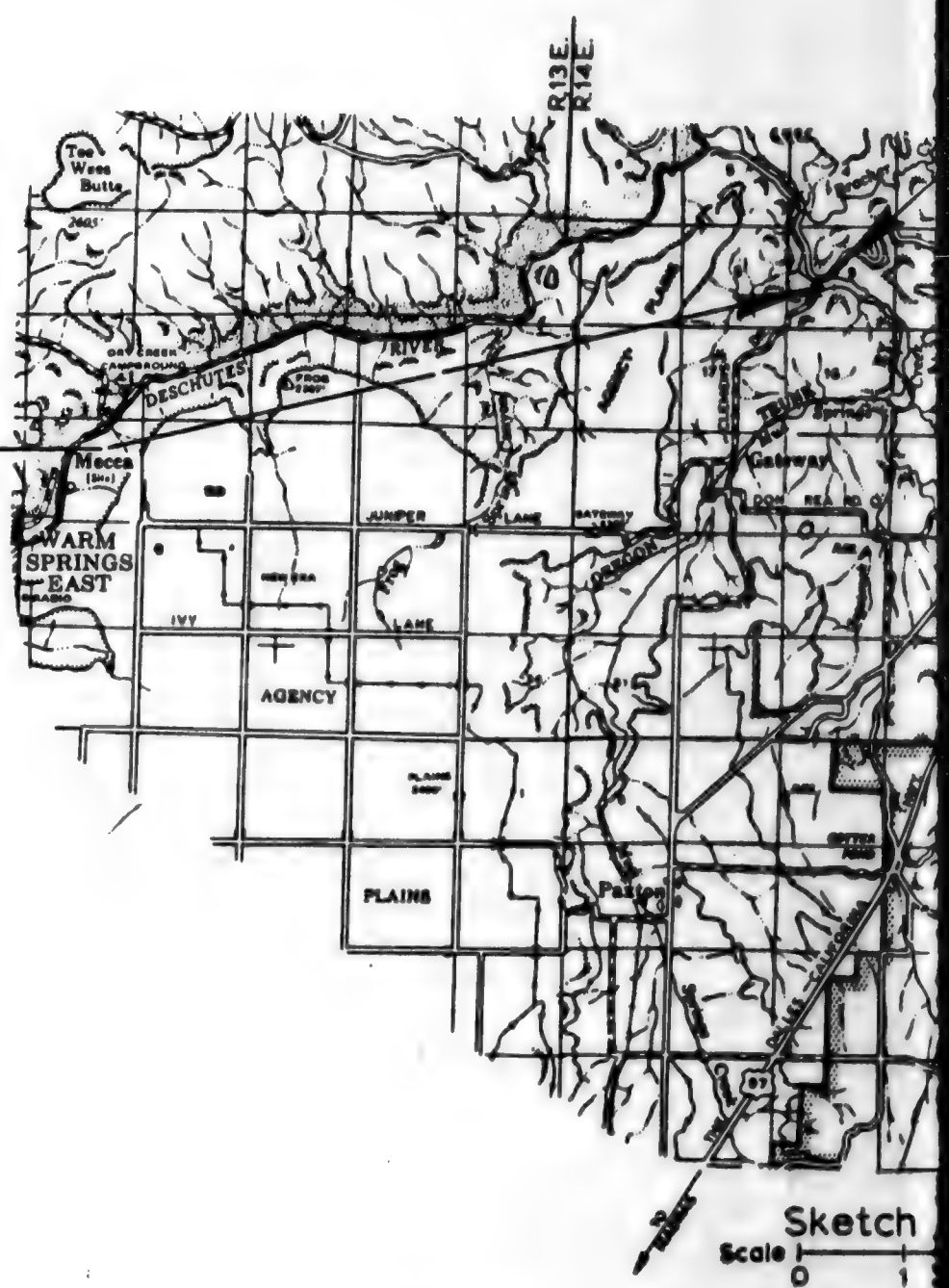
PLANS FOR PROPO

TROUT CREEK BR

CO. RD. (CLEM

JEFFERSON

BEGINNING OF PROJECT
Sta. 12+90



ATE OF OREGON

NT OF TRANSPORTATION

HIGHWAY DIVISION

NS FOR PROPOSED PROJECT

EEK BRIDGE SECTION

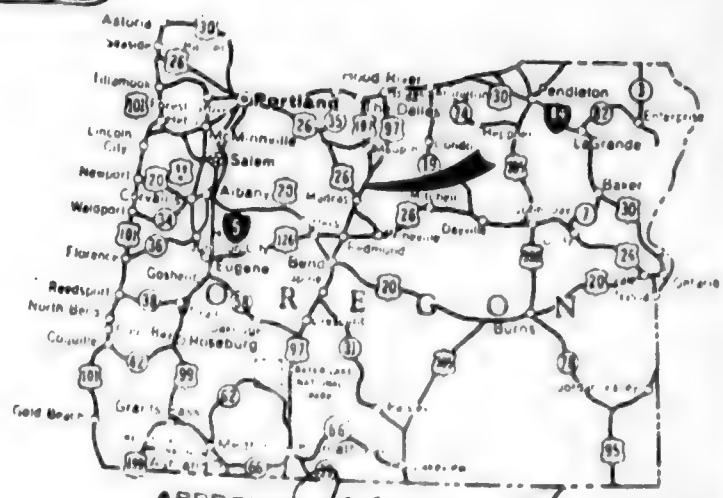
RD. (CLEMENS ROAD)

JEFFERSON COUNTY

PRELIMINARY COPY
JUN 2 1983
SUBJECT TO CHANGE
FINAL DESIGN UNIT

TROUT CREEK BRIDGE SECTION CO. RD. (CLEMENS ROAD) JEFFERSON COUNTY				SHEET No. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

HBR(03)



APPROVED June 14 1983

COUNTY COURT OF Jefferson COUNTY

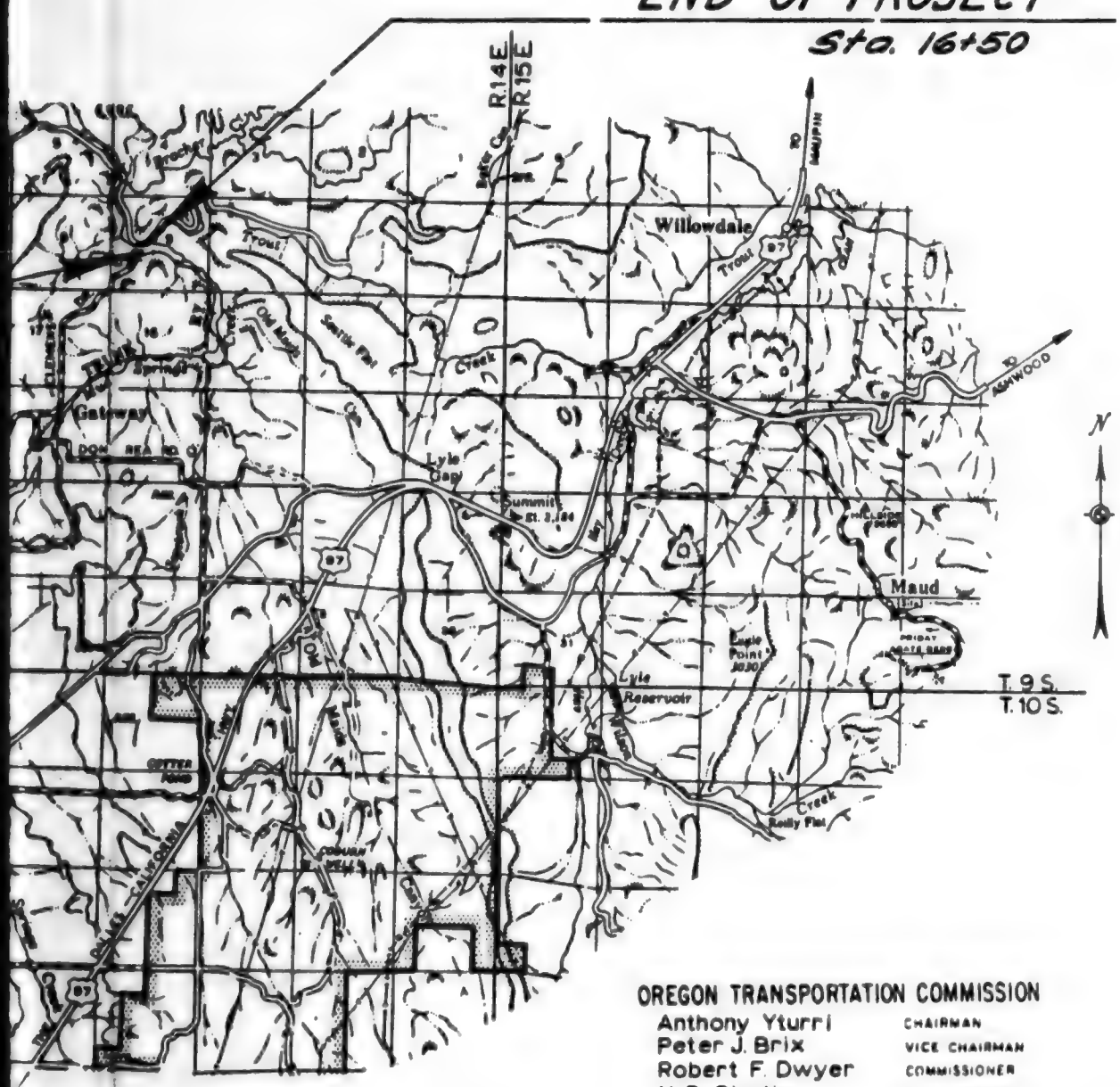
BY Herschel R. Read
COUNTY JUDGE

COUNTY COMMISSIONER

Wilmer C. Fallen
COUNTY COMMISSIONER

PRELIMINARY COPY
NOT FOR CONSTRUCTION

END OF PROJECT
Sta. 16+50



Sketch Map
Scale 0 1 2 Miles

REGISTERED PROFESSIONAL ENGINEER 4479 OREGON OCT 30 1959 H. S. COULTER

REGISTERED PROFESSIONAL ENGINEER 4883 OREGON MAY 19, 1960 EDGAR S. HUNTER

H. S. Coulter — STATE HIGHWAY ENGINEER

E. S Hunter — ASSISTANT STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Peter J. Brix	VICE CHAIRMAN
Robert F. Dwyer	COMMISSIONER
N. B. Giustina	COMMISSIONER
Samuel T. Naito	COMMISSIONER
Fred D. Miller	DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED

FIELD OPERATIONS ENGINEER — DATE

9677

June 13, 1983

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Trout Creek (Clemens Rd.) Bridge
Jefferson County

Jefferson County has requested repair rather than replacement of the Trout Creek (Clemens Rd.) Bridge. The rehabilitated structure will be 80 feet in length, with a roadway width of 14 feet.

The County realizes the 14 foot roadway width on the structure is a deviation from AASHTO Standards, but feels that it is in the public interest because:

1. It matches the roadway width on the present structure and allows the undamaged pier to be used, thus reducing repair costs.

2. The adjacent roadway width is only 16 feet. Located approximately one mile south of the project is a narrow box culvert carrying Clemens Road through a deep railroad fill. And, the County has no plans to widen the existing roadway.

3. Traffic volume on the existing structure is low, and occurs primarily during the summer. The structure serves a park on the Deschutes River, and there are no permanent residences to the north.

Attached is a map showing the bridge location.

We recommend approval.

KEH:pf
Attachment
cc John Haydon, Region 4
Paul Anderson, Bridge
J. Gaither, Fed Aid

STATE OF OREGON

INTEROFFICE MEMO

TO: Don Trout
Final Project Coordinator

DATE: May 27, 1983

DES 23
16648

FROM: John M. Tindall
John M. Tindall, P.E.
Principal Structural Design Engineer

SUBJECT:
Trout Creek Bridge
Trout Creek Section
Clemons Road
Jefferson County
BR 16648

Versteeg
Anderson
Adams
Macneb
Stoudenmeyer
Terpin
Trout
Wakerlig

RECEIVED
MAY 31 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ____/____/____
Action

Attached are 26 reduced prints of Drawing 38136 and 7 reduced prints of Drawing 38273 which are the preliminary plan and elevation and vicinity map for the subject structure. These are being forwarded for your submittal to the Division of State Lands.

The following should be of special interest:

	YES	NO	QUANTITY
Riprap	X		140 CU.YDS.
Channel Change		X	
Fill in Waterway		X	
Excavation in Waterway	X		170 CU.YDS.

PAA:jrb

Attachments

Contains Recycled Materials
81-125-1307

9697

OREGON STATE HIGHWAY DIVISION
122 DOT Building
Salem, Oregon 97310

5-24-83

Highway # 2016
Jefferson Co.

Attention: Right-of-way Section

Subject: Federal Aid Project No. BROS-1600(4) Prefix 216-1981

Project Name Trout Creek Bridge No. 31C53

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after Jaunuary 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidential charges related to the transfer of property will be paid by the county in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The adjustment and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Madras, Oregon, this 26th day of May, 1983.

Enter in court minutes 06-01-1983

County of JEFFERSON

Herschel Read
County Judge/Chairman

Commissioner

Helen C. Stacy
Commissioner

Signed By:
Harold Braun
Right-of-Way Supervisor

5/31/83

Instructions: Complete A or B and C.
R/W File No. _____
Rev. 1/81

9677

October 25, 1982

Donald Wood
Jefferson County Roadmaster
P.O. Box 705
Madras, Oregon 97741

Dear Don:

We have received Federal Highway Administration approval of the preliminary engineering phase of the Trout Creek (Clemens Rd.) Bridge replacement project.

As described in our Agreement No. 7757 the County should now submit an advance deposit for its share of the preliminary engineering cost:

Estimated Cost of Preliminary Engineering	$18,000
Less: Free Bridge Design to County	4,000
Basis for Computation of County Share	$14,000

COUNTY SHARE: 20% of $14,000 = $2,800

Please submit your P.E. Advance Deposit in the amount of $2,800, so that we may begin work. You may use one of the three options for payment described in the attachment.

Very truly yours,

Rec'd 11-23-82 KEHusby

ORIGINAL SIGNED BY
D. E. SWAN

D. E. Swan, P.E.
Program Control Engineer

KEH:pf
Attachment

DCC w/AD # 82-84: John Hagedorn, Region 4
Vern Skoog - Please return completed AD # 82-84 when advance deposit is received.

9697

5

October 20, 1982

Jefferson County Court
Courthouse
Madras, OR 97741

AGR 4

Attention: Elaine R. Henderson
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 2257

Gentlemen or Ladies:

Attached for your files is a fully executed copy of a preliminary engineering and construction-finance agreement for construction of the Trout Creek (Clemens Road) Bridge, Bridge No. 31C53.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc
Attachment

bc: Don Harwell (agreement attached)

9697 10-12-82 5

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: BROS-1600(4)

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 30007

2A. COUNTY NAME: Jefferson

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 10/12/82

8. FEDERAL ROUTE NUMBER: Non Federal aid

9. STATE ROUTE NUMBER: County Road

10. GENERAL LOCATION:

Trout Creek (Clemens Road) Bridge Section

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [X] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including archeological salvage TEC $18,000 - F.F. $14,400
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's 9/30/82 letter.

RECEIVED
STATE HWY ENGR
OCT 18 '82
REFER TO
Swan
FOR

Info	Inves	R/D	D/R	Sign	Act	File

11/18 mlg

14. DATE: 10-12-82

15. SIGNATURE OF APPROVING OFFICIAL: G. K. Hassmer

16. TITLE: for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

- 1677

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME: Trout Creek (Clemens Road) Bridge #31C53

HIGHWAY NAME: Clemens Road

HIGHWAY NUMBER: CR #739

REGION	ADMINISTRATIVE DISTRICT	COUNTY	CITY
4	10	Jefferson	--

LENGTH	MILEPOST NUMBER		
.1	TO	[X] RURAL	[ ] URBAN

LOCAL GOVERNMENT PROJECT? [X] YES [ ] NO

IF YES, UNIT OF GOVERNMENT: County

TYPE OF FUNDS: [ ] FAI [ ] FAP [ ] FAS [ ] STATE [ ] FAUS [ ] OTHER HBR (OS) Emergency

METHOD OF CONSTRUCTION: [X] CONTRACT [ ] STATE FORCE [ ] OTHER

TYPE OF WORK: [X] GRADING [ ] PAVING [X] STRUCTURE [ ] SIGN [ ] SIGNAL [ ] ILLUMINATION [ ] ROADSIDE IMPROVEMENT [ ] OTHER

PROJECT DESCRIPTION

Project is the second crossing of Trout Creek, approximately 3 miles northerly from Gateway, on Clemens County Road No. 739.

The existing 82 ft. x 15ft. single span pony truss was inspected early in August, 1982 during a "Program Review" by Herb Schell, FHWA and Wayne Coder, OSHD. In their opinion the bridge's condition qualified it as a candidate for emergency replacement.

A 16ft, 2-41ft concrete slab structure is recommended. The 16ft width is justified because of an existing narrow box culvert carrying Clemens Road through a deep railroad fill approximately 1 mile south of project.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME)	PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)
Unknown	

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]
PROPOSED	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]

DESIGN SPEED (MPH)	DESIGN STANDARDS	TRAFFIC ANALYSIS		
	AASHTO	[X] LIGHT	[ ] MEDIUM	[ ] HEAVY

APPROVED

Location Engineer

Date 10/5/82

3 - FEATURES

	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	1, 16 ft.	1, 16 ft.
SHOULDERS	none	none
MEDIANS	"	"
PARKING LANES	"	"
SIDEWALKS	"	"
BIKEWAYS	"	"
INTERCHANGES	"	"
OTHER:		

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☒	☐
Illumination	☐	☒	☐
Structures	☒	☐	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☒	☐	☐
River _____	☐	☒	☐
Stream Trout Creek	☒	☐	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☒	☐	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☐	☒
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☒	☐	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☒	☐	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☒	☐	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE
Agreements (City-County Etc.)	X		
Environmental Assessment		X	
Statewide Assessment	X		
Negative Declaration		X	
Environmental Impact Statement		X	
4-F Statement		X	
Citizen Advisory Committee		X	
Public Hearing _____		X	
Borrow Source			X
Material Source		X	
Utilities		X	

Type _____

	YES	NO	MAYBE
Hydraulics Study	X		
Soils Investigation		X	
Airport Clearance		X	
Economic Analysis		X	
Requires Field Survey	X		
Old Survey Available		X	
Requires Vicinity Map	X		
Requires Photogrammetry		X	
Requires Reconnaissance Survey		X	
Reconnaissance Available		X	
Design Review		X	

4 - WORK ITEMS

	TO BE PERFORMED BY APPLICANT		STATE	CONSULTANT
PRELIMINARY ENGINEERING			X	
RIGHT-OF-WAY		N/A		
CONSTRUCTION ENGINEERING			X	

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY		—
DRAFT ENVIRONMENTAL IMPACT STATEMENT		—
CORRIDOR APPROVAL		—
FIELD SURVEY		1
PRELIMINARY DESIGN		—
DESIGN APPROVAL/FINAL EIS		—
RIGHT-OF-WAY DESCRIPTIONS		—
RIGHT-OF-WAY ACQUISITION		—
P.S. & E. DOCUMENTS		3

RECOMMENDED CONSTRUCTION DATE _____ (Region) _____ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
Aggregate Base	12"	
Bridge: 16' out to out concrete slab 2 - 41ft spans		

7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

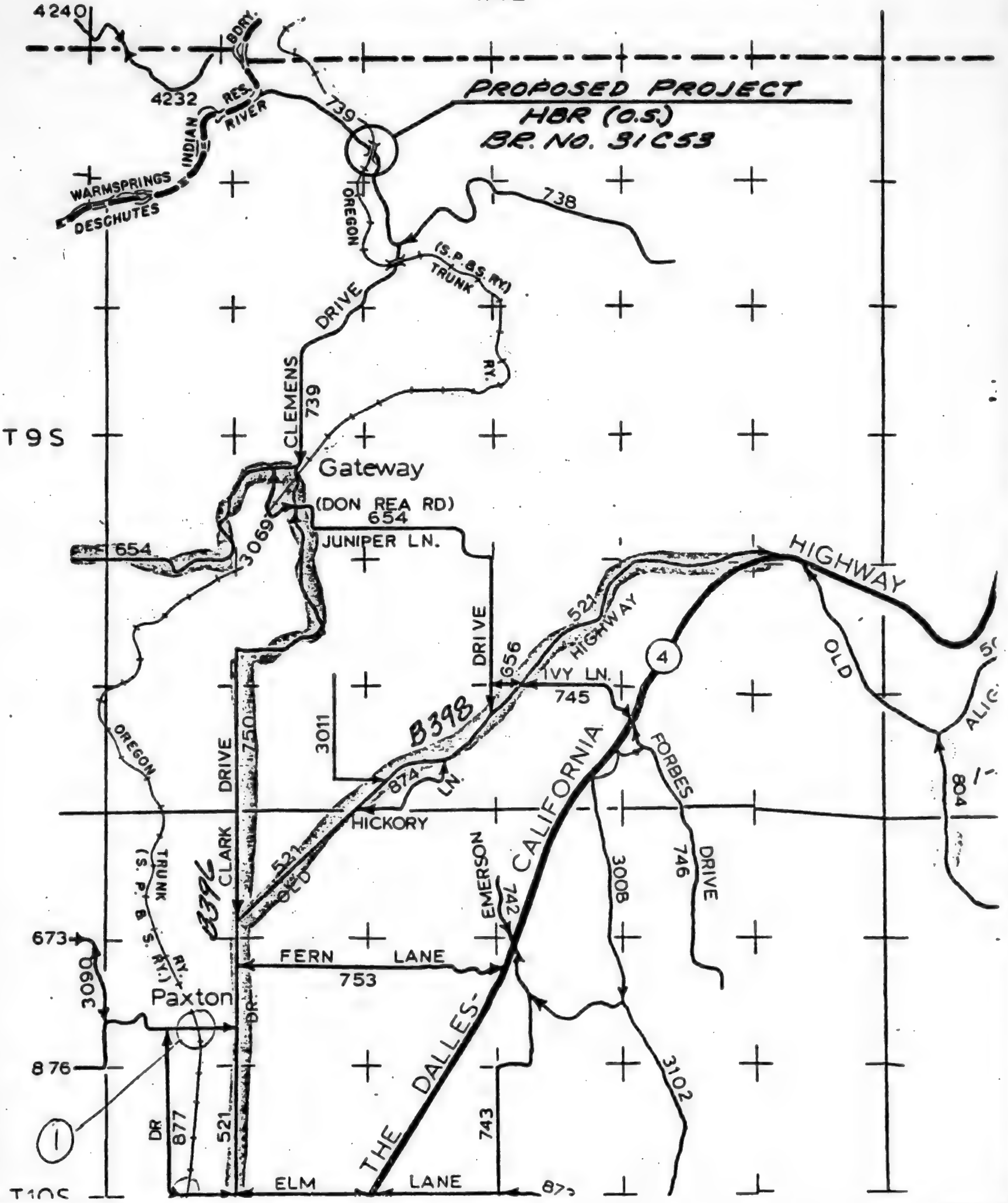
8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	15,000.	18.000
RIGHT OF WAY	--	
TRAFFIC CONTROL	--	
ILLUMINATION	--	
STRUCTURES	61,000.	
RAILROAD	--	
ROADWAY	5,000.	
OTHER Remove old bridge	9,000.	
ENGINEERING & CONTINGENCIES .....40%.....	25,000.	
PROJECT TOTAL	$115,000.	$ 118.000

SUBMITTED BY _____

WASCO

R14E


4240
BDRY.
4232
RES.
INDIAN
RIVER
739
PROPOSED PROJECT
HBR (0.5)
BR. NO. 31C53
WARMSPRINGS
DESCHUTES
OREGON
738
(S.P.&S. RY.)
TRUNK
DRIVE
RY.
CLEMENS
739
T9S
Gateway
(DON REA RD)
654
JUNIPER LN.
654
3069
HIGHWAY
521
HIGHWAY
DRIVE
656
IVY LN.
745
4
OLD
ALIG
804
3011
B398
750
OREGON
DRIVE
874
LN.
HICKORY
CALIFORNIA
FORBES
CLARK
521
B398
EMERSON
742
3008
746
DRIVE
673
3090
TRUNK
(S.P.&S. RY.)
RY.
Paxton
FERN
LANE
753
DR.
876
DR
877
521
THE DALLES-
743
3102
1
ELM
LANE
T10S

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION: Trout Creek (Clemens Road) Bridge (No. 31C53) (05)

REGION: 4

SURVEY AUTHORITY

AUTHORIZATION NO.: 1

PREFIX: 216-1981

DATE: copied 9-28-82

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 4,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 200
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION			935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		1,500	920 PROGRAM MANAGEMENT		100	937 HYDRAULICS		1,000
906 BRIDGE DESIGN	see (927)		921 SPECIFICA-TIONS		2,100	938 REGION ENVIRONMENT		100
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST		500	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		100	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION		4,000	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN		4,000			
914 REGION UTIL-ITY LIAISON			932 RAILROAD & UTILITIES		100			
			Approved through F.S. 05			TOTALS	$18,000	$ 18,000
RIGHT-OF-WAY PREFIX						PREVIOUS AUTHORIZATION		$
FEDERAL AID PROJECT NUMBER						ADD. AUTH. REQUIRED		$

LOCATION ENGINEER'S REMARKS

Replace existing 15' X 82' single span pony truss on Clemens Road (apporxiamately 3 miles north of Gateway) with a 16' X 82 ' concrete slab bridge.

Approved by Hwy Eng'r 9-22-82 HRR-OS

PREPARED BY: copied from Auth. dated 9/2/82 by J. Hagedorn	DATE: 9-28-82	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS: X Duncan E. Stewart	DATE: 10/4/82
RECOMMENDED, REGION ENGINEER: X	DATE:	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES: X J. H. Heuring Jr.	DATE: 10-1-82
RECOMMENDED, LOCATION ENGINEER: X Frank E. Perkins	DATE: 9/30/82	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

A97

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

Date: September 30, 1982

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: D.E. Swan, P.E.
Program Control Engineer

Subject: Project Data Submission
Item No. 20151
Project No. BROS-1600(4)
Trout Creek (Clemens Rd.) Bridge Section
Jefferson Creek

Attached data consists of PR-1 Forms, Location Prospectus, part four of the Project Prospectus and project maps for the subject project.

I request authorization to proceed with preliminary engineering all phases including archeological salvage at an estimated total cost of $18,000 with an obligation of $14,400 in Federal funds.

CL:bks
Attachments

cc: K. Husby
General Files

Form 734-3122

Budget Bureau No. 41-R2067; Approval Exp

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-81)

September 30, 1982

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMEN
BUREAU O

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* 21 65		ADT	PRESENT	FUTURE (66) (70)	YEAR (71) (72)	REGION	STATE NAME	STATE CODE (2) (3
		Co. Rd., Approx. 13 mi. N. of Madras				----	----	10	Oregon	41

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 23	NUMBER 7	SEQ. NO. 13
	PE, One Bridge								BROS-	1600	(4)

CARD 4	CLASS OF FEDERAL FUNDS: Bridge Replacement Off System	COUNTY NAME: Jefferson	CODE (14) (16): 031	PR
	NAME OF URBAN AREA (17-31): -----	ROUTE NO.: N	FEDERAL-AID (32): Non	STATE (36): Co. Rd.	U.S. (37) (41): ----

CARD 5	LINE NO. (1-4 5)	CHANGE CODE (16)	PROJECT CODE 41	WORK CLASS 42	WORK TYPE 43 46	STEP 53	TERMINI *(Full description)*	MILES (54) (58)	TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS 80% (67) (76)	STATE FUNDS	OTHER FUNDS	CHA PRO *(Ful*
	5				PE		"Trout Creek (Clemens Rd.) Bridge Section"	0.02	18,000	14,400	800	2,800 (Co.)	
	5				ROW								
	5				CONST (CODE) X080			0.02	97,000	77,600	---	19,400 (Co.)	ROW-60' Access C Parking none.
							PROJECT TOTALS	0.02	115,000	92,000	800	22,200 (Co.)	

CARD 1	CODE 1	PREPARED BY	
		C.L.	

1	14	PROGRAM APPROVAL DATES (16) (23)	(24) (33)	REMARKS

USCOMM DU

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

September 30, 1982

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Co. Rd., Approx. 13 mi. N. of Madras	ADT		----	----	10	Oregon	41	114	20151
(21) (65)			(66) (70)	(71) (72)			(2) (3)	(4) (9)	(14) (16)

PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
Bridge								BROS-	1600	(4)		
(62)	(63) (65)	(66) (68)	(69)	(70)	(71)	(72) (73)	(74) (75)	(14) (23)	(7) (13)		(24) (26)	(27)

FUNDS	COUNTY NAME	CODE	PROGRAM STAGE
Bridge Replacement Off System	Jefferson	031	☐ 1 OR ☐ 2
		(14) (16)	

ROUTE NO.	FEDERAL-AID	STATE	U.S.
N -----	Non (32)	Co. Rd. (36) (37)	---- (41)

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS 80%	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
(43) (46)	(53)		(54) (58)	(59) (66)	(67) (76)			
PE		"Trout Creek (Clemens Rd.) Bridge Section"	0.02	18,000	14,400	800	2,800 (Co.)	
ROW								
CONST (CODE) X080			0.02	97,000	77,600	---	19,400 (Co.)	ROW-60' min.; Access Control-none; Parking Restrictions-none.
BY C.L.		PROJECT TOTALS	0.02	115,000	92,000	800	22,200 (Co.)	
				(16) (23)	(24) (33)			

APPROVAL DATES

REMARKS

USCOMM DUSCOMM-DC 48905-P61

Trout Creek (Clemens Rd.) Bridge Section
Project No. BROS-1600(4)

Existing Facility: 82-foot single span pony truss with 15-foot roadway; structure No. 31C53.

Adjacent Sections: 16-foot graded & drained roadway.

Project Data: Work under this project consists of the following:

1) Preliminary engineering all phases including Archeological Salvage.
2) Remove existing structure and construct on existing alignment an 82-foot reinforced concrete slab structure and incidental work common to this type of project.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

Additional Right-of-Way: None required.

23 CFR-771 Requirements: Statewide Categorical Exclusion approved by FHWA 2-25-80.

FHPM 4-1-4 Requirements: Exempt from A-95 review.

FHPM 7-7-5 Requirements:

a) Public Hearings: Not required under the Oregon Action Plan.
b) Location/Design: Not a factor.

Maintenance and Accommodation of Utilities: A State-County Agreement complying with Section 116, Title 23 USC and paragraph 6d(1) PPM 30-4.1 (FHPM 6-6-3-2) respectively is being prepared.

Note: 1) Project is in Congressional District No. 2.
2) Included on bridge replacement inventory list with sufficiency rating of 28.8.

9697

STATE OF OREGON

INTEROFFICE MEMO

BEND, OR 97708

TO: D. E. Swan
Project Management

DATE: September ~~2,~~ 16, 1982

FROM: J. E. Hagedorn
Region Federal Aid Specialist

SUBJECT:

Programming Package
HBR (OS)Emergency Replacement Project
Trout Creek (Clemens Road) Bridge #31C53
Jefferson County

Attached is the project request, location prospectus, and authority for survey for the subject project.

During a "Program Review" by Herb Schell, FHWA and Wayne Coder, this bridge was examined and deemed to be a candidate for emergency replacement.

No R/W should have to be acquired so the Statewide Assessment should pertain.

Region P.E. Costs

Field Survey (901)	$4,000.
Foundation Exploration (926)	4,000.
Total P.E. $15,000.	

S.R. 28.8
FY 1983

JEH:pw

Enclosures

TCB 0001
APPROVED D.A. 9-22-82

PROGRAM MANAGEMENT SECTION
DHM ☐ DES ☐
SHM ☐ MJK ☐ DNH ☐

SEP 17 1982

REFERRED TO _____
FOR _____

FILE: PM FA LG.

Form E-20 (Rev. 8-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Trout Creek (Clemens Road) Bridge No. 31C53 Date September 2, 1982 19

Highway Clemens County Road #739 Authorization No. 1

County Jefferson Survey Prefix (Assigned by Salem office)

Description of termini, route, length, etc.:

On Clemens Road, approximately 3 miles north of Gateway.
In Sec. 4, T9S, R14E

Proposed:

Replace existing 82' x 15'
single span pony truss with
16' wide x 2-41' concrete slab bridge

Purpose of survey:

Prepare plans, specifications
and cost estimate.

HBR (OS)

		Estimate of Cost
Field Survey	(901)	
Citizen Participation	(902)	
City or County	(903)	
Consultant	(904)	
Final Design	(905)	
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Descriptions	(909)	
Soils and Geology	(910)	
Traffic	(911)	
Landscape	(912)	
Liaison	(913)	
Utility	(914)	
Photogrammetry	(916)	
Location Studies	(918)	
Engr. Graphics	(919)	
Office Engineer	(920)	
Specifications	(921)	
Environmental	(923)	
Foundation Exploration	(926)	
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $

Previous authorization . . . . . .

Additional authorization requested . . . . .

Additional authorization approved (Salem) . .

Total all authorizations approved (Salem) . . .

Requests made by:

Field Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval:

Location Engineer

Approved:

Assistant State Highway Engineer

SP*23604-734

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DRAFT

DATE: September 2, 1982

PREFIX:

1 - IDENTIFICATION

PROJECT NAME: Trout Creek (Clemens Road) Bridge #31C53

HIGHWAY NAME: Clemens Road

HIGHWAY NUMBER: CR #739

REGION	ADMINISTRATIVE DISTRICT	COUNTY	CITY
4	10	Jefferson	--

LENGTH: .1

MILEPOST NUMBER: TO

[X] RURAL [ ] URBAN

LOCAL GOVERNMENT PROJECT? [X] YES [ ] NO

IF YES, UNIT OF GOVERNMENT: County

TYPE OF FUNDS
[ ] FAI [ ] FAP [ ] FAS [ ] STATE [ ] FAUS [ ] OTHER HBR (OS) Emergency

METHOD OF CONSTRUCTION
[X] CONTRACT [ ] STATE FORCE [ ] OTHER

TYPE OF WORK
[X] GRADING [ ] PAVING [X] STRUCTURE [ ] SIGN [ ] SIGNAL [ ] ILLUMINATION [ ] ROADSIDE IMPROVEMENT [ ] OTHER

PROJECT DESCRIPTION

Project is the second crossing of Trout Creek, approximately 3 miles northerly from Gateway, on Clemens County Road No. 739.

The existing 82 ft. x 15ft. single span pony truss was inspected early in August, 1982 during a "Program Review" by Herb Schell, FHWA and Wayne Coder, OSHD. In their opinion the bridge's condition qualified it as a candidate for emergency replacement.

A 16ft, 2-41ft concrete slab structure is recommended. The 16ft width is justified because of an existing narrow box culvert carrying Clemens Road through a deep railroad fill approximately 1 mile south of project.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): Unknown

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]
PROPOSED	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]

DESIGN SPEED (MPH):

DESIGN STANDARDS: AASHTO

TRAFFIC ANALYSIS: [X] LIGHT [ ] MEDIUM [ ] HEAVY

3 - FEATURES

	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	1, 16 ft.	1, 16 ft.
SHOULDERS	none	none
MEDIANS	"	"
PARKING LANES	"	"
SIDEWALKS	"	"
BIKEWAYS	"	"
INTERCHANGES	"	"
OTHER:		

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☒	☐
Illumination	☐	☒	☐
Structures	☒	☐	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☒	☐	☐
River _____	☐	☒	☐
Stream Trout Creek	☒	☐	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☒	☐	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☐	☒
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☐	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☐	☐	☐
Coast Guard	☐	☐	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☐	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE
Agreements (City-County Etc.)	X		
Environmental Assessment		X	
Statewide Assessment	X		
Negative Declaration		X	
Environmental Impact Statement		X	
4-F Statement		X	
Citizen Advisory Committee		X	
Public Hearing _____		X	
Borrow Source			X
Material Source		X	
Utilities		X	
Type _____			

	YES	NO	MAYBE
Hydraulics Study	X		
Soils Investigation		X	
Airport Clearance		X	
Economic Analysis		X	
Requires Field Survey	X		
Old Survey Available		X	
Requires Vicinity Map	X		
Requires Photogrammetry		X	
Requires Reconnaissance Survey		X	
Reconnaissance Available		X	
Design Review		X	

4 - WORK ITEMS

	TO BE PERFORMED BY		
	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING		X	
RIGHT-OF-WAY	N/A		
CONSTRUCTION ENGINEERING		X	

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY		
DRAFT ENVIRONMENTAL IMPACT STATEMENT		
CORRIDOR APPROVAL		
FIELD SURVEY		
PRELIMINARY DESIGN		
DESIGN APPROVAL/FINAL EIS		
RIGHT-OF-WAY DESCRIPTIONS		
RIGHT-OF-WAY ACQUISITION		
P.S. & E. DOCUMENTS		

RECOMMENDED CONSTRUCTION DATE _____ (Region) _____ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING :
Aggregate Base	12"	
Bridge: 16' out to out concrete slab 2 - 41ft spans		

7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	15,000.	
RIGHT OF WAY	--	
TRAFFIC CONTROL	--	
ILLUMINATION	--	
STRUCTURES	61,000.	
RAILROAD	--	
ROADWAY	5,000.	
OTHER Remove old bridge	9,000.	
ENGINEERING & CONTINGENCIES .....40%.....	25,000.	
PROJECT TOTAL	$115,000.	

SUBMITTED BY _____

WASCO

R14E

4240

BDRY.

4232

RES.

RIVER

INDIAN

WARMSPRINGS

DESCHUTES

739

PROPOSED PROJECT

HBR (O.S.)

BR. NO. 31C53

738

OREGON

(S.P.&S. RY.)

TRUNK

DRIVE

RY.

CLEMENS

739

T9S

Gateway

(DON REA RD)

654

654

JUNIPER LN.

3069

DRIVE

656

IVY LN.

745

521

HIGHWAY

HIGHWAY

4

OLD

ALIGN

B398

3011

OREGON

DRIVE

750

874

LN.

HICKORY

FORBES

804

I-4

CLARK

521

OLD

B398

EMERSON

742

CALIFORNIA

3008

746

DRIVE

673

3090

TRUNK

(S.P.&S. RY.)

FERN LANE

753

Paxton

DR.

876

DR

877

521

THE DALLES-

743

3102

1

ELM LANE

T10S

I ROAD

FEDERAL AID PROJECT REQUEST

M-3282

Date: August 31, 1982

Applicant Agency Jefferson County
Request for: Off System X, FAS-C ____, FAUS ____, Project HBR
Federal Aid Route No. -- Route Name Clemens Road
Project Name Trout Creek (Clemens Road) Bridge No. 31C53
Project Length .1 Project Location (attach sketch map)
Project Description
Replace single span 82' long pony truss with ~~83'~~ 82' long slab structure

Average Daily Traffic Unknown Design Speed ____

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width ____ Travel Lanes ____ Shoulders ____
Medians ____ Parking ____
Sidewalks ____
Remarks ____

2. Desired Roadway Cross Section: (Attach sketch)

Width ____ Travel Lanes ____ Shoulders ____
Medians ____ Parking ____
Curbed ____ Length Curb Radii ____
Sidewalk/Bikeway ____
Remarks ____

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60' Minimum 60' Maximum 60'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ____ No X

3. Will additional right-of-way be needed? Yes ____ No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No ____

Remarks ____

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None

2. Proposed Signalization:

Location None

Type

Phases

Type of Suspension

Interconnected

Remarks

3. Permanent Signing:

Include in project or by applicant? Applicant

4. Permanent Striping:

Include in project or by applicant? N/A

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

None

2. Proposed Illumination:

Location None

Type

Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location Approx 1 mi. South of Wasco Line in Sec.4, T9S , R14E

Type Single span pony truss

Approach Roadway Width 16 ft. Shoulder Width 0

Length 82 ft. Width 15 ft.

To remain in place? No

2. Proposed Structure:

Location Same as existing

Approximate Size: Length 82 ~~68~~ ft. Width 16 ft.

Are sidewalk/bikeways desired? No

Are any utilities to be attached to structure? No

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? No

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ____ No X

   Name of Railroad

   Existing Crossing Protection

2. Will existing railroad crossing be altered?

   Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — Don Wood, Road Department Office
2. Environmental — Don Wood, Road Department Office
3. Public Hearing — Don Wood, Road Department Office

Remarks

VIII GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant ____ State X Consultant ____

2. Project construction engineering to be performed by:
   Applicant _____ State X Consultant _____

3. Will applicant perform any work prior to or after award of contract?
   Yes X No _____
   If "yes" describe briefly: County will close bridge during construction and provide detour.

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 5.000.
Right-of-Way costs (if participating)	--
Traffic Control	--
Illumination	--
Structures	61,000.
~~Railroad~~ Remove old bridge.	9,000.
Other Const.Engr. & Contingencies	25.000.
Preliminary engineering	15,000
PROJECT TOTAL	$ 115,000.

Remarks _____

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

M-32-82

CITY OF _____ and/or Jefferson COUNTY

BY: _____ BY: Herschel Read

BY: _____ BY: Gordon Galbraith

BY: Helen E Dalton.

1983 Yaquina R. (Chitwood) Br. 9698 Sec., County Rd. No 427. (Bridge restoration)

9172

Oregon Department of Transportation
HIGHWAY DIVISION

HIGHWAY DIVISION INVOICE

YOUR ORDER NUMBER	BILLING REQ. NUMBER	AGENCY / DATE	CURRENT DOCUMENT NUMBER / VENDOR NUMBER
	CA 5501	02 / 2/18/87	0000620189-00

Lincoln County
Courthouse
Newport, OR 97365

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
434 TRANSPORTATION BUILDING
SALEM OR 97310-0780

T.C.	E.A. SUB JOB	SPECD	ORG. UNIT	OBJ DTL	ACT.	REVENUE SOURCE	AGY. SRC.	AMOUNT
617	C09698-000	L02	2000			844010	60	$99.31
617	C09698-010	L01	2000			844010	60	$653.87
617	C09698-011	L02	2000			844010	60	$8,364.82

FOLD FOLD

PROG	APP SYM	FUND CODE	FUND DETAIL	FUND SOURCE

DESCRIPTION:

Final Settlement
Yaquina River (Chitwood) Bridge
Preliminary Engineering C2211907 - BROS 2100(4)
Construction C09698 - BHOS 2100(5)

See Attached Itemized Statement

TOTAL PRICE

Amount Due **$8,364.82**

GL 1140

SPECIAL INSTRUCTIONS (FOR ACCOUNTING USE ONLY)

TOTAL AMOUNT DUE **$8,364.82**

734-1150 (11-86)

IF YOU HAVE QUESTIONS ABOUT THIS INVOICE PLEASE CONTACT: Mike Shultz 378-6514 or Anne Hernandez (INVOICE PREPARER) PH. 378-5034

PROGRAM SECTION
Manager ____ Resource Unit ____
FA Unit ____ Program Unit ____

FEB 26 1987

Refer To ____
R/D ____ Act ____ Reply ____
Disc ____ Info ____ File ____

9698

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS — DATE: December 11, 1986

COUNTY: Lincoln — AGREEMENT NO: 7515 — PROJECT NO: BHOS-21005

CONTRACT NO: 9698 — SECTION: Yaquina River (Chitwood) Bridge

PRELIMINARY ENGINEER PREFIX (C221-1907)

	Participating	Non Participating
Project Manager	$ 78.43	$
Payment to Local Government	2,088.08	
Consultant Engineer	30,129.10	
Final Design	443.89	
Bridge Design	794.45	
Audit Services	156.58	
Location	54.90	
Program Section	181.48	
Specifications	1,615.30	
Administrative Services	53.12	
Environmental Section	517.14	
Right-of-Way Utility Engineer	53.58	
Total P.E. Cost	$ 36,166.05	$ -0-

CONSTRUCTION PREFIX C220-1087 & C09698

Payment to Contractor	$206,691.40	$ 500.00
Interest on Final Payment		153.87
Project Manager	115.37	
Consultant Fees	15,100.00	
Audit Services	504.80	
Program Section	70.68	
Specifications	54.51	
Environmental	99.35	
Materials Lab	144.31	
Technical Services	103.78	
Construction	495.45	
Region Engineer's Office	281.01	
Accounting	128.06	
Total Construction Cost	$223,788.72	$ 653.87

SUMMARY

Total Participating P.E. Cost	$ 36,166.05
Total Participating Const. Cost	223,788.12
Total Participating Cost	$259,954.77

FEDERAL FUNDS

P.E. (80%)	$ 28,932.84	
Const. (80%)	179,030.98	$(207,963.82)
Subtotal		51,990.95
Plus County's Non Participating Cost		653.87
Less County's Advance Deposits		
P.E. AD #82-20	$ 6,780	
Const. AD #83-68	37,500	(44,280.00)
BALANCE DUE FROM COUNTy		$ 8,364.82

MKS:me

11/08/86

9698

JOB COST SUMMARY
SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMB
PAYROLL CHARGES ARE LOADED

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CUR MO
C09698	000	923	001	7530		
C09698	000	923	001	7530		
C09698	000	923	001			
C09698	000	923				
C09698	000					
C09698	010		300	0100		
C09698	010		300	0100		
C09698	010		300			
C09698	010		306	0521		
C09698	010		306	0521		
C09698	010		306			
C09698	010					
C09698	010					
C09698	011		300	0100		
C09698	011		300	0100		
C09698	011		300			
C09698	011					
C09698	011					
C09698						

JOB COST SUMMARY
SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED

TAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	CURRENT BALANCE
	7530		.00	99.35
	7530		.00	99.35
			.00	99.35
			.00	99.35
			.00	99.35
	0100		.00	500.00
	0100		.00	500.00
			.00	500.00 Non paid.
	0521		.00	86.08-
	0521		.00	86.08-
			.00	86.08-
			.00	413.92
			.00	413.92
	0100		.00	500.00-
	0100		.00	500.00-
			.00	500.00-
			.00	500.00-
			.00	500.00-
			.00	13.27

44.53

FEDERAL APPROPRIATION: 114

AGREEMENT EA/SUBJOB	TOTAL COSTS TO DATE	AMOUNT PREV CLAIMED	--PARTICIPATION-- AMOUNT	PERCENT	AGREEMENT AMOUNT	FEDERAL SHARE	-ADJUSTMENT- AMOUNT	CODE	VOUCHER AMOUNT
FEDERAL PROJECT: BHOS-1600-006									
F01610									
C09697 -010	998.15	.00	.00						
C09697 -011	78,942.57	63,154.06	78,942.57						
AGREEMENT TOTALS	79,940.72	63,154.06	78,942.57	80.00	64,446.00	63,154.06	.00		.00
F01613									
C2161981-000	82.26-	.00	82.26-						
C2161981-010	3.46	.00	.00						
C2161981-011	18,371.79	14,631.62	18,371.79						
AGREEMENT TOTALS	18,292.99	14,631.62	18,289.53	80.00	15,000.00	14,631.62	.00		.00
FED PROJ TOTALS	98,233.71	77,785.68	97,232.10		79,446.00	77,785.68	.00		.00
FEDERAL PROJECT: BHOS-2100-005									
F01643									
C09698 -000	99.35	.04	99.35						
C09698 -010	653.87	.00	.00						
C09698 -011	223,689.37	179,030.94	223,689.37						
AGREEMENT TOTALS	224,442.59	179,030.98	223,788.72	80.00	179,030.98	179,030.98	.00		.00
FED PROJ TOTALS	224,442.59	179,030.98	223,788.72		179,030.98	179,030.98	.00		.00
FEDERAL PROJECT: BHOS-3101-001									
F00885									
C0311017-011	.00	.00	.00						
AGREEMENT TOTALS	.00	.00	.00	80.00	.00	.00	.00	A	.00
F02419									
C09746 -000	754.96	6.88	741.17						
C09746 -010	1,407.72	.00	.00						
C09746 -011	80,924.87	65,336.97	80,938.64						
AGREEMENT TOTALS	83,087.53	65,343.85	81,679.81	80.00	65,343.85	65,343.85	.00 14,507.66	L	.00
FED PROJ TOTALS	83,087.53	65,343.85	81,679.81		65,343.85	65,343.85	.00		.00
FEDERAL PROJECT: BHOS-4000-002									
F00856									

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building, Salem, OR 97310

STATE: Oregon	FEDERAL AID PROJECT NO.: BHOS-2100(5)
PROGRAM APPROVED	VOUCHER PERIOD From: 7/20/83 To: 3/18/86

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
224,442.59	223,788.72	80%	179,030.98	179,030.98	-0-

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

Oregon *State Highway Agency*

By Controller *Authorized Officer* 9/17/86 *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $ _____

Amount Approved $ _____

SIGN ORIGINAL COPY

_____
Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	YAQUINA RIVER (CHITWOOD) BR. SECTION COUNTY ROAD NO. 427 LINCOLN COUNTY					
	Construction Type Code X002 Structure, Bridge No. 16631					
	Final contract Payment Summary	Lump Sum			$206,691.40	✓
	Construction Engineering					
	Work by CH2M Hill	All Required			$ 15,100.00	✓
	State	All Required			1,492.52	✓
	TOTAL PARTICIPATING PROJECT COST				**$ 16,592.52**	
	Misc. Project Cost					
	Audit Expense	All Required			$ 504.80	✓
	TOTAL PARTICIPATING PROJECT COST				**$223,788.72**	
	Non Participating Project Cost					
	Interest on Final Payments	All Required			$ 153.87	✓
	Final Contract Payment Summary	Lump Sum			500.00	✓
	TOTAL NON PARTICIPATING PROJECT COST				**$ 653.87**	
	TOTAL PROJECT COST				**$224,442.59**	
	Prepared based on Participating cost as shown on the Federal Billing as of 10/02/86.					

AMOUNT CARRIED FORWARD

jc cc: OSHD (Rulien) STATE COPY # 9698

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1	Lincoln	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
MAR 12 '86	C. O. Fredrickson, Construction Engineer	BHOS-2100(5)

COMPLETION DATE (Actual)	ACCEPTANCE DATE BY CONRTACT AGENCY	TIME ELAPSED	CONTRACT TIME
1-11-84	3-18-85	133 %	90 CD

LOCATION

Yaquina River (Chitwood) Bridge Section of County Rd. No. 427

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

1. Description of Improvement as Programed:

   1. Provide temporary bypass road & bridge during reconstruction.
   2. Replace approach spans on existing bridge.
   3. Repair one wooden truss on main span of existing bridge.
   4. Replace all floor beams in main span of existing bridge.
   5. Replace shingled roof and wood siding on main span of existing bridge.
   6. Performance of such additional and incidental work as is called for by the specifications and plans.

2. Contractor's Name: Aubrey Mountain Construction

3. Contract Amount: $207,191.40

4. CERTIFICATION: I certify that the above listed project was completed as programmed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final aeceptance by the Federal Highway Administration is requested.

Signature (SHD Official) C. O. Fredrickson

Title Construction Engineer

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
MAR 19 '86
REFER TO
Fredrickson
FOR

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by WILLIAM H. KAPPUS Area Engineer		SIGNATURE Original signed by R. R. CHRISTIANSON	
TITLE Area Engineer	DATE MAR 18 1986	TITLE Field Operations Engineer	DATE MAR 18 1986

FORM FHWA 1446B (Rev. 2-84) PREVIOUS EDITIONS MAY BE USED.

DESCRIPTION	PREFIX	FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE BEG	ACTIVE YRS END
	220 1083	220	03	P	1		13,606.00	13,606.00	85	85
	220 1083	294	03	N	1		1,027.60CR	1,027.60CR	85	85
	220 1083	296	00	N	9		99,319.82CR	99,319.82CR	84	85
	220 1083	298	00	N	9		99,319.82	99,319.82	84	85
	220 1083	900	02	P	1	4.02CR	1,575.52	1,575.52	84	85
	220 1083	920	00	P	1	.17CR	37.19	37.19	84	85
	220 1083	948	00	P	1	.19CR	42.36	42.36	85	85
		TOT		P	1	4.38CR	110,350.98	110,350.98		
		TOT		N	1		1,027.60CR	1,027.60CR		
		** JOB TOTALS **				4.38CR**	109,323.38 **	109,323.38 **		
SPTC XING-MARKET RD CONT NO FA PROJ NOS RRS 000S019 100										STATE
	220 1087	205	03	P	1		400.19CR	400.19CR	85	85
	220 1087	270	01	P	1		62,726.90	62,726.90	84	84
	220 1087	270	02	P	1			615.27	84	84
	220 1087	270	03	P	1		8,482.82	8,482.82	85	85
	220 1087	294	03	N	1		479.02CR	479.02CR	85	85
	220 1087	296	00	N	9		64,695.06CR	66,160.94CR	84	85
	220 1087	298	00	N	9		64,695.06	66,160.94	84	85
	220 1087	900	00	P	1			504.09	84	84
	220 1087	900	02	P	1	.92CR	233.24	808.59	84	85
	220 1087	915	00	P	1	2.50CR	619.05	619.05	84	85
	220 1087	920	00	P	1	.36CR	79.54	117.42	84	85
	220 1087	948	00	P	1	.15CR	34.28	34.28	84	85
		TOT		P	1	3.93CR	71,775.64	73,508.23		
		TOT		N	1		479.02CR	479.02CR		
		** JOB TOTALS **				3.93CR**	71,296.62 **	73,029.21 **		
YAQUINA R(CHITWOOD)BRIDGE CONT NO 9698 = FA PROJ NOS BHOS2100005 100										STATE
	221 1018	201	00	P	1		1,433.10	207,191.40	83	84
	221 1018	203	00	P	1		4,500.00		84	84
	221 1018	206	00	N	1		153.87	153.87	85	85
	221 1018	296	00	N	9		7,015.16CR	216,400.06CR	83	85
	221 1018	297	00	N	9			37,046.79	83	84
	221 1018	298	00	N	9		7,015.16	179,353.27	83	85
	221 1018	900	00	P	1		28.98	70.94	83	85
	221 1018	904	00	P	1		2,200.00	15,144.63	83	84
	221 1018	915	00	P	1	.40CR	90.10	504.80	83	85
	221 1018	920	00	P	1	.07CR	15.07	70.68	83	85
	221 1018	921	00	P	1			54.51	83	84
	221 1018	928	00	N	1			86.08	83	84
	221 1018	940	00	P	1	.24CR	52.31	144.31	83	85
	221 1018	944	00	P	1	.19CR	46.35	103.78	83	85
	221 1018	945	00	P	1	1.28CR	285.02	495.45	83	85
	221 1018	946	00	P	1			281.01	84	84
	221 1018	948	00	P	1	.04CR	7.80	128.06	83	85
		TOT		P	1	2.22CR	8,658.73	224,189.37		
		TOT		N	1		153.87	239.95		
		** JOB TOTALS **				2.22CR**	8,812.60 **	224,429.32 **		

April 5, 1985

Employers Insurance of Wausau
2000 Westwood Drive
Wausau, WI 54401

CON 5
#9698

Gentlemen or Ladies:

On March 25, 1985, we wrote to you concerning release of final payment on Contract No. 9698 awarded to Aubrey Mtn. Const. Co. for reconstruction of the Yaquina River (Chitwood) Bridge Section of County Road No. 427 in Lincoln County.

Final payment on this contract is $3,000.00 and the total contract amount is $207,191.40. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
cc: Aubrey Mtn. Const. Co.
PO Box 1048
Oakridge, OR 97463

bc: C. O. Fredrickson
Walt Hart
Bill Anhorn

November 21, 1984

Aubrey Mountain Construction Co.
P.O. Box 1048
Oakridge, Oregon 97463

CON

Time Extension Request
Yaquina River (Chitwood) Bridge
Contract No. 9698
FAP No. BHOS-2100(5)

Your request for additional contract time in which to complete the above project has been carefully reviewed. A contract time adjustment of an additional 30 calendar days is granted due to the added work performed under Price Agreement No. 1 and Price Agreement No. 2. The adjusted contract time for completion of this contract is 120 calendar days.

This will eliminate all liquidated damages under this contract.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk sl

bc H. S. Coulter
C. O. Fredrickson
Ted Litchfield w/att.
Don Forbes w/att.
FHWA w/att.
Bruce Walton

STATE OF OREGON

INTEROFFICE MEMO

TO: C. O. Fredrickson
CONSTRUCTION ENGINEER

DATE: October 25, 1984

FROM: T. W. Litchfield
REGION II CONSTRUCTION ENGINEER

SUBJECT: Adjustment of Contract Time
Yaquina River (Chitwood) Bridge

REGION 2 OFFICE
RECEIVED
OCT 26 1984
RLO..... RQS.....
RE... RCE... AME.... RON
RTS ..... RLS.... RPC..... RPS .....
RUS..... RG ..... RSR ....

As noted in Donald E. Forbes' letter, attached to the "Contractor's Request for Adjustment of Contract Time". Aadditional contract time was needed due to unanticipated deteriorated timber in the chord members covered under P.A. #1 & 2.

I recommend granting the contractor the 30 additional calender days requested. These additional days will eliminate all liquidated damages on this project.

The contractor in his request for additional time also asked for an additional 90 days to complete extra work under P.A. #3 (spraying chords). Due to the fact the Project Managber, Donald E. Forbes, didn't charge any contract time for this work, there is no reason to allow any extra days under this 90 day report.

TWL:jms

11-15-84

W. E. Schwartz —

I concur with Region and Project Manager and recommend a 30 c.d. time extension due to the added work performed under P.A. # 2.

D. B. Jackman

CE.....CAE..... RECEIVED LB..... TC.....
COE.....OM.....
CA..... OCT 29 1984 SA..... GC.....
CAM..... FE.....
CP..... CONSTRUCTION MA.....
EEO ..... SECTION OCS.....
FILE.....

WHITE COPY

TO BE COMPLETED BY FHWA		
MONTHLY TRANSACTION NUMBER: 6-10	U.S. Department of Transportation, Federal Highway Administration	Form Approved; O M B No. 04-R2089
PROJECT REPORT NUMBER:	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State: OREGON
MODIFICATION NUMBER: 2		County: LINCOLN
		Project Number: BHOS-2100(5)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 5, 19 83, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 215,830	$ 228,856
Federal funds	$ 172,664	$ 183,084
Other revisions		

This modification is made for the following reasons: To include increased construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 31st day of August, 19 84.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

XX FOR: H. S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

JAN

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON AUGUST 29, 1984

FEDERAL AID PROJECT NO.,BHOS-2100(5)

YAQUINA RIVER (CHITWOOD) BR. SECTION
COUNTY ROAD NO. 427
LINCOLN COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE X0002
STRUCTURE, BRIDGE NO. 16631

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Repalcement of Deteriorated Timber	$4,222.85	15.5	$ 65,457.00	18.258	$ 77,100.80
SUBTOTALS			$ 65,457.00		$ 77,100.80

Increase	$ 11,643.80
SUBTOTAL of Previous Estimate	191,784.17
SUBTOTAL	$ 203,427.97
Engineering	25,428.03
TOTAL	$ 228,856.00

Federal Funds (80.0%)	$ 183,084.00
County Funds	45,772.00
TOTAL	$ 228,856.00

Group 1: 100%
Contract No. 9698
Prefix: 221-1907
Prefix: 221-1018

WH:pf

1618

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NUMBER 3-195		OREGON
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County LINCOLN
MODIFICATION NUMBER 1	3-23-84	Project Number BHOS-2100(5)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 5 , 19 83 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 176,935.00	$ 215,830.00
Federal funds	$ 141,548.00	$ 172,664.00
Other revisions		

This modification is made for the following reasons: To include increase in construction costs, and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 23rd day of March , 1984 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Wayne Holme

For Manager, Program Section
(Title)

By FOR: H. S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen File

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON MARCH 19, 1984

FEDERAL AID PROJECT NO. BHOS-2100(5)

YAQUINA RIVER (CHITWOOD) BR. SECTION
COUNTY ROAD NO. 427
LINCOLN COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE XOOO2
STRUCTURE, BRIDGE NO. 16631

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Replacement of Deteriorated Timber	$4,222.85	7.0	$29,559.95	15.5	$65,454.17
SUBTOTALS		$29,559.95	$65,457.17		

	Increase	$ 35,894.22
Subtotal of Previous	Estimate	155,889.95
	SUBTOTAL	191,784.17
	Engineering	24,045.83
	TOTAL	$215,830.00

Federal Funds (80.0%)	$172,664.00
County Funds	43,166.00
TOTAL	$215,830.00

Group 1: 100%
Contract No. 9698
Prefix: 221-1907
Prefix: 221-1018

RHZ:pf

OMB No. 04-R2089

TO BE COMPLETED BY FHWA	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NO. 10-25	FEDERAL-AID PROJECT AGREEMENT	OREGON
		County LINCOLN
		Project No. BHOS-2100(5)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Yaquina River (Chitwood) Bridge

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-20-83	0.030

OTHER *(Specify)*

FUNDS PRO RATA 80%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 176,935.00	$ 141,548.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By [signature]

Manager, Program Section
(Title)

By FOR: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By [signature]
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator OCT 5 1983

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen. File

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON SEPTEMBER 8, 1983

OREGON PROJECT NO. BHOS-2100(5)

YAQUINA RIVER (CHITWOOD) BR. SECTION
COUNTY ROAD NO. 427
LINCOLN COUNTY

PROJECT AGREEMENT ESTIMATE

TYPE CODE XOOO2
STRUCTURE, BRIDGE NO. 16631

Mobilization	All Required		$ 5,000.00
Construction and Remove Detour	All Required		20,000.00
Remove Existing Approach Spans	All Required		4,800.00
Furnish Treated Timber Piling	480 Lin. Ft.	16.00	7,680.00
Drive Timber Piles	300 Lin. Ft.	5.00	1,500.00
Structural Concrete, Class 3300 (9 C.Y.)	All Required		3,000.00
Reinforcement (1100 Lbs.)	All Required		1,000.00
Timber Siding and Shakes	All Required		83,350.00
Replacement of Deteriorated Timber	7 MBM	4,222.85	29,559.95
	SUBTOTAL		$155,889.95
	Engineering		21,045.05
	TOTAL		$176,935.00

Length of Structure ---------- 0.030 mi.

SUMMARY OF FUNDS (80%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	COUNTY FUNDS
Structure	$176,935	$141,548	$35,387

Group 1: 100%
Contract No. 9698
Prefix: 221-1907
Prefix: 221-1018

DAR:pf

9698

STATE OF OREGON
Highway Division - Region 2

INTEROFFICE MEMO
378-2626

TO: Gary Potter, Manager
PROGRAM SECTION

DATE: May 4, 1984

FROM: Phillip O. Stearns
REGION FEDERAL AID SPECIALIST

SUBJECT: Yaquina River (Chitwood) Bridge
Lincoln County

Attached are three copies of a Supplemental Agreement for Construction Engineering on subject project.

The Supplement is written for $2,200 above the original agreed upon amount of $12,900. The County gave verbal approval for the work because the project had to be completed. The work has been performed.

Paragraph 1. (f) under PAYMENT states that prior approval is required for participation by FHWA. This was not done by County; however, I'm sure verbal approval would have been given had the County had presence of mind to ask.

The additional amount requested does not exceed the fifteen percent limitation for FHWA participation.

Region recommends the supplement be approved and an attempt be made for Federal participation.

POS/cal

PROGRAM SECTION
MANAGER ____ PROJECT UNIT ____
MAY 1984
MAN. ASSIST. ____ PROGRAM UNIT ____
REFER TO bc — Give me your thoughts
FOR ____ for action ____

pls. r/d.

81-125.1307

9698

F

DATE: February 15, 1984

TO: Oregon Transportation Commission PRO

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Yaquina River (Chitwood) Bridge Section
County Road No. 427, Lincoln County
Contract No. 9698

This federal-aid bridge reconstruction project was recently completed and it is now apparent that the final cost will exceed the project authorization by $47,200 or 26.5 percent.

The project is for reconstruction of one of the few covered bridges remaining in the State.

The contract drawings indicate only limited replacement in the bottom chords of both trusses, quantities being based on field investigation of the chords. When the up-stream chord disassembly began, sufficient deterioration was also found in the stringers and shed framing and required replacement. These items were necessary in order to accomplish the purpose of the project. They added approximately $41,500 to the cost.

The added work required more time to complete which in turn added to costs of extended liability coverage for maintaining falsework in the river, and of construction engineering. These two items added approximately $4,700 to the cost of the project. The remainder of the increased cost is attributable to a minor overrun of payment for material used on the job.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $47,200 to a new total of $224,702.60. This matter will be on the consent calendar for the February 28 meeting.

OBJ:HHP:mk lks

bc Fred D. Miller
R. W. Gormsen
C. O. Fredrickson
V. E. Skoog
D. O. Christensen
George Bell

STATE OF OREGON

INTEROFFICE MEMO

Highway Construction 378-6318 FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: February 3, 1984

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Yaquina River (Chitwood) Bridge Section
County Road No. 427, Lincoln County
Contract No. 9698

O.K. - WEB

This federal aid bridge reconstruction project was recently completed and it is now apparent that the final cost will exceed the project authorization by $47,200.00 or 26.6 percent.

The project is for reconstruction of one of the few covered bridges remaining in the State.

The contract drawings indicate only limited replacement in the bottom chords of both trusses, quantities being based on field investigation of the chords. When the upstream chord disassembly began, sufficient deterioration was found in all splices to warrant replacement of the members. Additional deterioration was also found in the stringers and shed framing and required replacement. These items were necessary in order to accomplish the purpose of the project. They added approximately $41,500 to the cost.

The added work required more time to complete which in turn added to costs of extended liability coverage for maintaining falsework in the river, and of construction engineering. These two items added approximately $4,700 to the cost of the project. The remainder of the increased cost is attributable to a minor overrun of payment for material used on the job.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $47,200.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: D. O. Christensen
Phil Stearns
R. D. Church
D. E. Swan

81-125-1367

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: CHITWOOD		WEEK ENDING: 1/14/84
		SECTION PREFIX: 221-1018
HIGHWAY: CO RD NO. 427		COUNTY: LINCOLN
NAME OF JOB: YAQUINA RIVER (CHITWOOD) BR	KIND OF WORK: BRIDGE RECONSTRUCTION	
CONTRACTOR: AUBREY MTN. CONSTRUCTION	CONTRACT NUMBER: 9698	FEDERAL AID PROJECT NUMBER: BHOS-2100(S)
DATE OF CONTRACT: AUG 31, 1983	DATE WORK STARTED: 9/12/83	ESTIMATED COMPLETION DATE: 1/11/84
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 2 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 90	CALENDAR DAYS USED: 120
PROJECT AUTHORIZATION: $177502.60	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 133%
EXCLUSIVE OF ENGINEERING: $163,477.50	ENGINEERING AUTHORIZATION: $14025.10	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $206,796.23	ENGINEERING COST TO DATE: $12000	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 127%
ESTIMATED PERCENT: OVERRUN ~~UNDERRUN~~ 27 %	PERCENT OF AUTHORIZATION 86 %	DATE PROJECT WAS COMPLETED: 1/11/84

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	01609							
PERCENT	127							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	RAIN	1		
MONDAY	CLOUDY	1		
TUESDAY	CLOUDY	1		
WEDNESDAY	CLOUDY	1		
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
JAN 26 1984
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	NO WORK
MONDAY	NO WORK
TUESDAY	SITE CLEAN-UP
WEDNESDAY	SITE CLEAN-UP
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

CONTRACTOR ASKED FOR FINAL INSPECTION AS OF 1/11/84.

SIGNED D E Parks LOCATION _____

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

9698

221-1907

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

11-3-83

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

STATE: Oregon	FEDERAL AID PROJECT NO.: BHS-2100(4)
PROGRAM APPROVED	VOUCHER PERIOD From: 3/23/82 To: 7/19/83

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$36,166.05	$36,166.05	80%	$28,932.84	$28,932.84	$ 0.00

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

Oregon *State Highway Agency*

By Controller *Authorized Officer* 11/3/83 *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $ _____

Amount Approved $ _____

SIGN ORIGINAL COPY

_____
Signature of Authorized FHWA Representative Date

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	Yaquina River (Chitwood) Bridge Section County Road in Lincoln County					
	Preliminary Engineering Type Code P.E.					
	State	All Required			$ 3,792.28	
	CH2M Hill	All Required			30,129.11	
	Lincoln County Road Dept.	All Required			2,088.08	
	Total Participating Project Cost				$36,009.47	
	Misc. Project Cost					
	Pre-award Evaluation	All Required			156.58	
	Total Participating Project Cost				$36,166.05	
	Prepared based on Participating Costs as shown on Federal Billing as of 11/10/83.					
	AMOUNT CARRIED FORWARD					

	220	1985	914	00 P 1				102.26	
	220	1985	920	00 P 1				289.04	
	220	1985	921	00 P 1				1,957.64	
	220	1985	923	00 P 1				90.28	
	220	1985	927	00 P 1				20.68	
			TOT	P1				3,604.71	
			** JOB TOTALS **			**	**	3,604.71	**

YAQUINA RIV (CHITWOOD) BR CONT NO * FA PROJ NOS BHOS2100004 100 STATE

221	1907	296	00 N 9	158.88	3,679.62CR	36,028.22CR	
221	1907	297	00 N 9		316.98	7,895.58	
221	1907	298	00 N 9	158.88CR	3,323.64	28,932.64	

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS NOVEMBER 1983 PAGE 575

DESCRIPTION	PREFIX	FUNCTION	SUB F.	GP	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
221	1907	901	00 P	1	7.76	22.93	28.43	
221	1907	903	00 P	1			2,088.08	
221	1907	904	00 P	1	7.76CR	754.74	30,129.10	
221	1907	905	00 P	1	86.59CR		443.89	
221	1907	906	00 P	1			162.57	
221	1907	915	00 P	1	119.77CR		156.58	
221	1907	918	00 P	1			54.90	
221	1907	920	00 P	1			181.48	
221	1907	921	00 P	1		591.84	1,615.30	
221	1907	922	00 P	1		44.89	53.12	
221	1907	923	00 P	1		40.09	517.14	
221	1907	927	00 P	1			631.88	
221	1907	932	00 P	1			53.58	
		TOT	P1		206.36CR	1,454.49	36,166.05	
		** JOB TOTALS **			206.36CR**	1,454.49 **	36,166.05 **	

To 903 NE Free Dist. where it should be (Hwy + Rail)

SLICK ROCK CREEK BRIDGE CONT NO FA PROJ NOS BROS2100003 100 STATE

221	1916	296	00 N 9	539.22CR	9,830.83CR	22,020.98CR	
221	1916	297	00 N 9		1,849.05	4,600.00	
221	1916	298	00 N 9	539.22	7,981.78	17,420.98	
221	1916	901	00 P 1		378.71	8,958.08	
221	1916	905	00 P 1		912.56	2,265.09	
221	1916	906	00 P 1	71.30	210.02	325.17	
221	1916	910	00 P 1		90.00	90.00	
221	1916	916	00 P 1	174.00	174.00	174.00	
221	1916	918	00 P 1			136.44	
221	1916	920	00 P 1			125.12	
221	1916	922	00 P 1		16.80	16.80	
221	1916	923	00 P 1	2.10	2.10	2.10	
221	1916	926	00 P 1		430.13	4,645.38	
221	1916	927	00 P 1	43.80	3,651.23	3,720.81	

PREFIX	GRP FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC AMOUNT	% OF PARTIC	FEDERAL SHARE	AMOUNT PREV CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
218-1940	1	RRO -000S-045 APPR-685	576.77	640.85	640.85	90.00	576.77	576.77		
218-1958	1	RRS -000S-005 APPR-138	1,800.00	354.65	354.65	90.00	319.19	319.19		
218-1974	1#	BROS-1800-004 APPR-117	11,425.51	14,281.89	14,281.89	80.00	11,425.51	11,425.51		
218-1984	1	BROS-1800-006 APPR-117	17,200.00	791.17	791.17	80.00	632.94			632.94
219-1927	1	PMS -000S-111 APPR-140	300.00	132.76	132.76	100.00	132.76	132.76		
220-1904	1	RRS -000S-019 APPR-138	1,800.00			90.00				
220-1905	1	RRS -000S-020 APPR-138	1,800.00			90.00				
220-1913	1	M -1082-001 APPR-432	257,485.00	154,838.88	154,838.88	88.18	136,536.92	135,455.58		1,081.34
220-1939	1#	RRS -6430-001 APPR-138	2,194.37	2,438.19	2,438.19	90.00	2,194.37	2,194.37		
220-1985	1#	BROS-2000-002 APPR-117	2,883.77	3,604.71	3,604.71	80.00	2,883.77	2,883.77		
221-1907	1#	BHOS-2100-004 APPR-117	28,932.84	36,166.05	36,166.05	80.00	28,932.84	28,932.84		
221-1916	1	BROS-2100-003 APPR-117	21,600.00	22,852.50	22,852.50	80.00	18,282.00	17,491.62		790.38
221-1998	1	BROS-2100-002 APPR-117	16,240.00	15,795.81	15,786.33	80.00	12,629.06	12,629.06		
222-1922	1	RRS -5420-001 APPR-138	1,800.00	17.40	17.40	90.00	15.66	15.66		
222-1924	1	RRS -000S-017 APPR-138	1,800.00	1.80	1.80	90.00	1.62			1.62
222-1925	1	RRS -000S-018 APPR-138	1,800.00			90.00				
222-1974	1	SOS -2200-002 APPR-680	21,442.00	20,614.32	20,549.53	85.77	17,625.33	16,575.55		1,049.78
	2	BROS-2200-002 APPR-114	5,880.00			80.00				
222-1974		PREFIX TOTALS	27,322.00	20,614.32	20,549.53		17,625.33	16,575.55		1,049.78
223-1903	1	RRS -000S-024 APPR-138	1,800.00			90.00				
223-1905	1	BROS-2300-007 APPR-117	63,200.00	1,084.38	1,084.38	80.00	867.50	867.50		
223-1979	1#	SOS -2300-002 APPR-680	13,947.85	15,831.62	15,817.48	88.18	13,947.85	13,947.85		
223-1996	1	BROS-2300-005 APPR-114	25,240.00	36,519.64	36,516.18	80.00	29,212.94	25,240.00	3,972.94 B	
223-1997	1#	BROS-2300-004 APPR-117	14,675.94	18,378.92	18,344.92	80.00	14,675.94	14,675.94		
224-1901	1	RPS -1660-001 APPR-138	1,800.00	17.40	17.40	90.00	15.66	15.66		
224-1904	1	RRS -000S-015 APPR-138	1,800.00	20.15	20.15	90.00	18.14	18.14		

76-78.

221-1018

STATE OF OREGON
Highway Division - Region 2

INTEROFFICE MEMO
378-2626

TO: Gary Potter, Manager
PROGRAM SECTION

DATE: September ~~26~~ 28, 1983

FROM: Phillip O. Stearns
REGION 2 FEDERAL AID SPECIALIST

SUBJECT: Project No.
BROS-2100(5)
Yaquina River (Chitwood) Bridge
Consultant Agreement

Herewith are three copies of the Consultant Agreement for construction engineering on the subject project.

These have been amended per Vernon Skoog's letter dated August 29, 1983.

Please process the agreement for approval.

POS/rgb
attch.

Distributed
9-30-83 MCH

PROGRAM SECTION
MANAGER _____ PROJECT UNIT 7
MAN. ASSIST. _____ PROGRAM UNIT _____
REFER TO Mainor
FOR _____

9-28-83

Gary -

The attached agreement received the required pre-award audit evaluation and all suggested modifications have accepted by the attached amendment.

Under "certification Acceptance" this agreement does not require prior approval by FHWA.

Please sign all three copies (in 2 places) and return to me for distribution.

Mainor

81-125-1387

Contains Recycled Materials

12

STATE OF OREGON
HIGHWAY ACCOUNTING - 8-2878

INTER-OFFICE MEMO

FILE: AGR (X ACC 5-4-2)

TO: Gary A. Potter, Manager
PROGRAM SECTION

DATE: August 29, 1983

FROM: V. E. Skoog
Controller

SUBJECT: Pre-award Evaluation
CH_2M-Hill
Yaquina River (Chitwood) Bridge
BHOS-2100(5)

Mainor

Your memo dated August 10, 1983, requested that we perform a pre-award evaluation, as required by federal and state procurement procedures, on the construction engineering proposal submitted by CH2M-Hill and Lincoln County.

The following discrepancies should be corrected:

1. Ref. 8.36 - from "(See Clarification in Appendix)" to *"(See Clarification in Attachment A, item 1)"*.

2. Ref. 8.37 - from "..._____Dollars", to *"twelve thousand nine hundred dollars"*.

3. Ref. 8.37 from "(See Clarification in Appendix)" to *"(See clarification in Attachment A, items 2 and 3)"*.

4. Ref. 8.37 delete "(See Clarification in Appendix)" and change the preceding sentence to *"In no event shall the adjusted costs exceed the maximum amount specified above 'excluding the interest charges' without a supplemental agreement. (See Clarification on interest charges in Attachment A, item 3)"*.

5. Ref. 8.48 from "Attachment" to *"Attachment A"*.

6. Ref. 4.48 from "Withholding of Final Payments" to *"Withholding of Payments"*. In addition, the next sentence should be deleted and replaced by *"It is the policy of the State of Oregon to provide for payments to consultants in less than 45 days. Thereafter, late charges can be approved for payment under the criteria outlined in 15-045-02 dated September 1, 1979, which by this reference is made a part of this agreement."*

We recommend approval of this agreement contingent upon the incorporation of the above items and the inclusion of the budget reference on Page 10.

KJ:nl

9-8-83 Returned to Stearns for changes.
Mainor

125-1367

9698

August 15, 1983

PRO-ACC

Lincoln County Board
of Commissioners
Courthouse
Newport, OR 97365

Attn: Mr. Joe Steere
Director of Public Works
880 N.E. 7th Street

Gentlemen:

On August 11, 1983 the Highway Division received a satisfactory bid from Aubrey Mountain Construction Co., P.O. Box 1048, Oakridge, OR 97463 for the Yaquina River (Chitwood) Br. Section. This is a Highway Bridge Replacement Project No. BHOS-2100(3). Based upon the Contractor's bid the County's advance deposit will be:

Contractor's Bid	$156,389.95
4 1/2% Contingencies	7,037.55
9% Engineering	14,075.10
Total Construction Cost	$177,502.60
Est. P.E. Costs	43,900.00
Total Project Cost	$221,402.60

County's Share of the project is 20% of $221,402.60 = $44,280.52
Less the County's Advance deposit for P.E. 6,780.00
$37,500.52

By rounding, the County's advance deposit will be $37,500

We will award the contract when we receive your advance deposit, which should be in this office no later than September 2, 1983.

Please make your advance deposit by selecting one of the three options as described on the attached sheets.

Rec'd 8-31-83
awarded contract 9-21-83
Inform Phil S

Very truly yours,

ORIGINAL SIGNED BY
D. E. SWAN
for Gary A. Potter, Manager
Program Section

HR:pf
Attachment
bcc w/AD # 83-68: Phil Stearns, Region 2
Vern Skoog - Please return completed AD #83-68 when advance deposit is received.

7071

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: BHOS-2100(5)
2. STATE PROJECT NO.: See below
2A. COUNTY NAME: Lincoln

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 20055

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL 28 '83

7. DATE AUTHORIZATION EFFECTIVE: 7/20/83

8. FEDERAL ROUTE NUMBER: Non Federal-aid

9. STATE ROUTE NUMBER: County Road

10. GENERAL LOCATION:

Yaquina River (Chitwood) Brdige Section

Orig to 7/28

REFER TO Potter FOR

Info	Inves	R/D	D/R	Sign	Act	File

11. GENERAL DESCRIPTION OF WORK

Rehabilitate structure

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Potter's letter of 7/18/83 you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $183,400 Federal Funds $146,720 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

I accept the certification of Mr. Rod Henry dated 7/14/83 that provisions of FHPM 7-5-1 have been complied with.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
7/20/83	[signature]	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

7418 7-1213

OREGON STATE HIGHWAY DIVISION
120 DOT Building
Salem, Oregon 97310

Highway # 202J
Lincoln Co.

Attention: Right-of-way Section

Subject: Federal Aid Project No. BHOS-2100(4) Prefix 221 - 1907

Project Name Yaquina River Bridge, #41C09 (Chitwood)
(Co. #427-B-1)

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after Jaunuary 2, 1971. Right-of-way, ~~easements~~ temporary, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidential charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☐ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Newport, Oregon, this 12th day of July, 1983

Certified By:
Virgil Wilson
Regional Right-of-Way Supervisor
Date 7/13/83

County of
County Judge/Chairman
Commissioner
Commissioner

Instructions: Complete A or B and C.
R/W File No.

STATE OF OREG I
ROAD DESIGN SECTION

INTE OFFICE MEMO
DES 22

TO: MEMO TO THE FILE

DATE: June 3, 1983

FROM: Steve Macnab
Specifications Engineer

SUBJECT: Consultant Specifications

The June 30 bid opening has several consultant projects on it. Included are:

1.	Berry and Staveland Stockways	OBEC
2.	Noel and Eslick Creek Bridges	OBEC
3.	McKenzie River (Armitage) Bridge	OBEC
4.	Yaquina River (Chitwood) Bridge	CH2M-Hill
5.	Croisan Creek Culvert	City of Salem

In each case, the Specifications Unit is to put the projects together into our contract format and advertise them. However, the bid opening dates were, for the most part, requested by the consultants when they submitted the projects to the Region offices.

These dates were requested on the assumption that the project material as submitted by the consultant was in final format. In terms of the specifications, this was not always the case.

It appears that our practice has been to take the consultant's "rough" specifications and rewrite them. This practice requires manpower which we cannot always spare and shifts the responsibility for accurate PS&E documents from the consultant to the State.

I am not sure what our responsibility is for producing finished contract documents for the consultants but I do object to redoing their work and correcting their errors, especially when it requires one to two weeks of a spec writer's time. The consultant is being paid to produce final PS&E documents. The specification that we receive should be ready to put in final book form. The Estimate, Summary and Proposal items should all check and be ready to print. Permits and right-of-way should be clear and certified.

Unfortunately, none of the projects scheduled for June 30 were in such a state of completeness. If I had had my choice, I would have shipped them back and rescheduled them for late July or August. We didn't have that choice. Instead, we wasted our time trying to put these jobs together. I personally spent almost half a week on the

Fred Miller ✓ 6-7-83

I thought you would be interested in reading this memo even though there are only partial words and no corrections. SM

RECEIVED TECHNICAL SERVICES JUN 13 '83 REFER TO FOR Info Invest R/D O/R Sign Act File

phone, trying to get needed material and answers out of the consultants. This did not count the time spent by the spec writers trying to get answers.

In the case of the Croisan Creek Culvert, the City of Salem hadn't even applied for a Division of State Lands Removal/Fill Permit. On all of OBEC's jobs, they were feeding us bits and pieces of items that we needed to incorporate into the final specs and, in most of those cases, we had to ask for the information. As of Friday, May 27, we didn't even have estimates on the four structures in Douglas County because OBEC was still working on them.

I will be amazed if all of these jobs are ready for the June 30 bid opening. If they aren't, it won't be because we didn't try.

If there is a move afoot in the private sector to get a bigger slice of the preliminary engineering pie, then we need to fine-tune how we handle their products. It appears to me that there is no time saved in the Specifications Unit by having consultants develop the specifications.

We need to explore what we require of them and what we are really required to do in order to contract their work. Writing the Special Provisions for them is not the answer.

SHM:ja

cc J. H. Versteeg

Section Yaquina River (Chitwood) Bridge Programming Estimate $ _____

Highway Coast. Rd. No. 427 Proj. Length —

County Lincoln 6-1-83 Completion Time 90 C.D

Kind of Work Bridge Reconstruction Est. Comp. Date _____

Prefix 221-1907-921 Letting Date June 30 1983 Project No. BHOS-2100(5)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 161,588.00

Anticipated Additional Items:

Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished _____		
Roadside Seeding & Mulching		
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x _____ hrs.)		
State Responsibility for Damages		
Signal Controller Testing		
"OPTICOM" Testing		
Bikeway Signs		
Bikeway Striping & Legend		
_____		
_____		
_____		
_____		
_____		
Adjust Utilities:		
_____		
_____		
		$ 0
Subtotal		$ 161,588.00
Contingencies (4-1/2%)		7,271.46
Engineering (~~8~~ 9, ~~10~~%)		14,542.92
Subtotal		$ 183,402.38
Credit for _____		#

Estimated Net Authorization, Construction . . 20% CO. SHARE = # 36,680.48

APPROVED _____

Call To Stearns, ok.
6-1-83
KEH

_____
Road Design Engineer

Rev. 11/81

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

Section	County	Sheet of
Yaquina River (Elkitwood) Br. Sec	Lincoln	1

Kind of Work	Length	Date	Name
Bridge Restoration		5-31-83	~~ROLAND~~ HILT

No.	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization			All		14,700
	Construct and Remove Detour			All		50,800
	Single Mailbox Supports		Each	2	100.00	200.00
	Multiple Mailbox Supports		Each	1	300.00	300.00
	STRUCTURE					
	Remove Existing Approach Spans			All		4,200.00
	Furnish Treated Timber Piling		Lin Ft	480	5.60	2,688.00
	Drive Timber Piles		Lin. Ft	300	9.00	2,700.00
	Structural Concrete Class 3300 (9 c.y. @ $211.11/c.y.)			All		1,900.00
	Reinforcement 1100# @ $.545/#			All		600.00
	Timber, Siding and Shakes			All		45,800
	Replacement of Deteriorated Timber		MBM	7		37,700.00
						161,588.00

734-1736 (8-81)

VICTOR ATIYEH
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.. PRO 6-2

Date: May 20, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 20055
Project No. BHOS-2100(5)
Yaquina River (Chitwood) Bridge Sec.
Lincoln County

Attached support data consists of PR-1 form and project map for the subject project.

On this project we may request Federal-Aid participation of 100 percent for reimbursement claims paid on or before September 30, 1984 in accordance with Pub. L. 97-424, Section 145.

It is the Oregon State Highway Division's present intention to receive bids for this project on June 30, 1984.

In reference to Mr. Herb Schell's memorandum of December 7, 1982, the structure will be deleted from the deficient bridge list after the contract is awarded.

JLG:bks
Attachments
cc: C.O. Fredrickson (Region 2)
Walt Hart
Ken Husby w/att.
General Files

Form 734-3122

Budget Bureau No. 41-R2067; Approval E

U.S. DEPARTME
BUREAU

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

May 20, 1983

CARD 2 | REPORT NUMBER | PROJECT LOCATION (45 typewriter spaces) | ADT | PRESENT | FUTURE | YEAR | REGION | STATE NAME | STATE CODE

REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE
	Co. Rd., Approx. 0.01 mi. S. of Chitwood		25 DHV-3	----	----	10	Oregon	41

CARD 3 | CHARACTER OF PROPOSED WORK (35 typewriter spaces) | NATL. FOREST | FH ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR | PROJECT NUMBER: PREFIX LETTER(S) | NUMBER | SEQ. NO.

CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PREFIX LETTER(S)	NUMBER	SEQ. NO.
Rehab. One Bridge								BHOS-	2100	(5)

CARD | CLASS OF FEDERAL FUNDS | COUNTY NAME | CODE

CLASS OF FEDERAL FUNDS	COUNTY NAME	CODE
Bridge Replacement (20% Off/On System)	Lincoln	041

NAME OF URBAN AREA: ----

ROUTE NO. N | FEDERAL-AID: Non | STATE: Co. Rd. | U.S.: -----

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS 80%	STATE FUNDS	OTHER FUNDS County	CH PR (P
1													
5					PE								
5					ROW								
5					CONST (CODE) X002		"Yaquina River (Chitwood) Br. Sec."	0.030	180,000	(114) 144,000	----	(11R) 36,000	ROW-40 Access Parkin none.
								0.030	180,000	144,000	----	36,000	

CARD 1 | CODE 1 | PREPARED BY: JLG | PROJECT TOTALS

PROGRAM APPROVAL DATES

REMARKS

Additional Data: Item No. 20055; Proje
No. BHOS-2100(4)

2211907

USCOMM

Budget Bureau No. 41-R2067; Approval Expires February 28, 1986

NO.

FORM PR-1 (REV. 4-81)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

May 20, 1983

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Co. Rd., Approx. 0.01 mi. S. of Chitwood	ADT	25 DHV-3	----	----	10	Oregon	41	114 11R	20055

PROPOSED WORK (35 typewriter)	NATL. FOREST	FA ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
One Bridge								BHOS-	2100	(5)		

FUNDS	COUNTY NAME	CODE	PROGRAM STAGE
Bridge Replacement (20% Off/On System)	Lincoln	041	1 OR 2

AREA	ROUTE NO.	FEDERAL-AID	STATE	U.S.
----	N	Non	Co. Rd.	-----

CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS 80%	STATE FUNDS	OTHER FUNDS County	CHARACTER OF PROPOSED WORK (Full description)
	PE								
	ROW								
	CONST (CODE) X002		"Yaquina River (Chitwood) Br. Sec."	0.030	180,000	(114) 144,000	----	(11R) 36,000	ROW-40' normal; Access Control-none; Parking Restrictions-none.
PREPARED BY: JLG			PROJECT TOTALS	0.030	180,000	144,000	----	36,000	

PROGRAM APPROVAL DATES

REMARKS

Additional Data: Item No. 20055; Project No. BHOS-2100(4)

-over

USCOMM DUSCOMM-DC 48908-P81

Project Data: The project consists of 1) rehabilitation of existing covered timber truss bridge (#16631) 160 feet long with horizontal clearance of 16 feet and minimum vertical clearance of 12-foot, 6-inches; 2) construction of detour and approach roadways as required; 3) incidental work common to this type of construction.

Maintenance and Accommodation of Utilities: A State-County Agreement No. 7515 complying with Section 116, Title 23 USC and paragraph 6d(1) of PPM 30-4.1 (FHPM 6-6-3-2) respectively, was executed 7/15/81.

Note: 1) The project is in Congressional District No. 1.
2) Existing bridge has a sufficiency rating of 0 and Br. No. 41C09.

9698

CH2M HILL
engineers
planners
economists
scientists

April 19, 1983

C15956.A1

Mr. Phillip O. Stearns
Regional Federal-Aid specialist
2960 State Street
East Salem Highway Building
Salem, Oregon 97310

Dear Phil:

I have enclosed copies of preliminary construction documents for the Chitwood Covered Bridge for your review and comment. Also enclosed is a copy of our calculations to assist in your review.

As you will notice, we have not provided estimated quantities for the bid schedule. We realize that you may wish to adjust pay items from those shown and have decided to complete quantity estimates after your review.

If you require any other information from us to complete your review, please let me know.

Sincerely,

Donald E. Forbes

jd/CVC12/084

REGION LOCATION SUPERVISOR
RECEIVED
APR 2 1 1983
SUPV. ASS'T O.M. CREW

Corvallis Regional Office
1600 S.W. Western Blvd., P.O. Box 428, Corvallis, Oregon 97339 503/752-4271

DESCRIPTION OF WORK

Bridge Restoration
Yaquina River (Chitwood) Bridge Section
County Road No. 427
Lincoln County

TIME AND PLACE OF RECEIVING PROPOSALS

Proposals for the work described above will be opened and read in Room 122 of the State Transportation Building in Salem, Oregon, at _____.

COMPLETION TIME LIMIT

The work to be done under the contract shall be completed before the elapse of 90 calendar days.

CLASS OF PROJECT

This is a Federal Aid Project.

PROJECT INFORMATION

Information pertaining to this project may be obtained in the field from the following:

Donald E. Forbes, Project Manager, CH2M HILL, 1600 S.W. Western Blvd., P.O. Box 428, Corvallis, OR 97339; Phone 752-4271

C.O. Fredrickson, Region Engineer, 207 East Salem Highway Building, Salem, OR; Phone 378-2626

WORK TO BE DONE

The work to be done under this contract consists of the following work on the Yaquina River (Chitwood) Bridge Section of County Road No. 427 in Lincoln County:

1. Provide temporary bypass road and bridge during reconstruction.

2. Replace both approach spans on existing bridge.

3. Repair one wooden truss on main span of existing bridge.

4. Replace all floor beams in main span of existing bridge.

5. Replace shingled roof and wood siding on main span of existing bridge.

6. Perform such additional and incidental work as is called for by the specifications and plans.

AUTHORITY OF CONSULTANT

The consultant will be directly in charge of the project. However, his authority on this project is as designated in the official "Consultant Agreement" for this project and as designated by the Engineer. This authority does not include such things as authority to approve contract changes or semi-final and final inspection of the project.

102.19 Plans

The plans which are applicable to the work to be performed under this contract bear title and date as follows:

Bridge Restoration
Yaquina River (Chitwood) Bridge Sec.
County Road No. 427
Lincoln County

SECTION 104--SCOPE OF WORK

104.05 Maintenance of Traffic Through the Work

Maintenance of traffic through the work shall be performed in conformance with the Standard Specifications supplemented and/or modified as follows:

The bridge shall not be closed to traffic until such time as the Contractor has labor, equipment, and materials on the project or guaranteed to arrive on the project without delaying the work. The Contractor shall submit to the Engineer for his information, evidence of necessary material

being available and shall obtain his approval prior to starting work.

104.05b DETOUR CONSTRUCTION AND REMOVAL

Scope

Under these provisions, the Contractor shall construct, maintain, and when no longer needed remove the detour as indicated on the plans.

The work shall be performed under the applicable provisions of Sections 202, 203, 206, 304, and 607 supplemented and/or modified as follows:

203.11 Selection and Use of Excavated Materials. Excavated materials not required for filling or backfilling within the limits of the project will be classed as excess materials and shall become the property of the Contractor at the point of excavation and shall be disposed of by him in a manner satisfactory to the Engineer.

203.12 Borrow. All embankment material other than that obtained from required excavations shall be borrow from sources of the Contractor's own choosing with the materials and the taking thereof to be as set forth under the provisions of subsection 203.12 except that the material shall be clean, durable rock or gravel.

203.41 Compaction and Density Requirements. Compaction of embankments to the densities set forth in the Standard Specifications will not be required. Embankments shall be compacted by routing the hauling and spreading equipment to distribute travel over the entire area of embankments or by other means as necessary to provide a thoroughly compacted, dense, firm embankment.

304.12 Base. The aggregate to be used in the aggregate base shall be clean, hard, durable crushed rock or crushed gravel reasonably well graded from dust to a maximum size of 1 inch.

304.34 Compacting. On temporary detours only, the specified percent of relative maximum density as called for in this subsection of the Standard Specifications will not be required. The surface of each layer of aggregate base material on temporary detours shall be compacted by roller having a minimum weight of 10 tons and conforming, in general, to subsection 401.36. Rolling shall continue until there is no appreciable reaction or yielding under the roller.

Detour Structure

Under these provisions, the Contractor shall construct maintain and remove a detour structure as detailed on Drawing No. 34880 of the plans. The Contractor may propose an alternate detour structure by submitting plans and calculations to the Engineer for approval.

Materials. Piling shall conform to the requirements of Section 503.

Steel shall conform to the requirements of Section 510.

All lumber and timber shall conform to the requirements of Section 520.

Construction. Construction of the detour structure shall be in accordance with Sections 503, 510, and 520.

Asphalt concrete wearing surface and plywood decking will not be required for this project.

Maintenance. The Contractor shall maintain the entire structure, including the surfacing, in a sound and safe condition.

Removals. When the detour is no longer needed, it shall be removed completely including the detour structure. All materials shall become the property of the Contractor and shall be disposed of in a manner satisfactory to the Engineer.

The Contractor shall restore all areas occupied by the detour to its original contour and to a condition satisfactory to the Engineer.

Payment. Payment for all materials, labor, equipment, tools, and incidentals necessary and for performing all work in constructing and removing the detour as described on the plans and herein will be made at the contract lump sum amount for the items "Construct and Remove Detour."

107.21 Responsibility for Damage Claims. In connection with the work to be performed under this contract, it shall be understood that the "indemnification and save harmless" requirements of subsection 107.21 of the Standard Specifications extends to the Lincoln County Board of Commissioners and officers and employees of the County of Lincoln, and to CH2M HILL and officers and employees of CH2M HILL.

The Contractor shall carry as a minimum personal injury and property damage insurance in the amounts of $100,000 per person for personal injury, $50,000 for property damage, and $300,000 total for all claims arising out of a single

accident or occurrence. The Contractor shall include the State of Oregon by and through its Department of Transportation, its officers, agents, and employees, the Oregon Transportation Commission, the Lincoln County Board of Commissioners, and officers and employees of the County of Lincoln, and CH2M HILL and officers and employees of CH2M HILL as named insured on insurance policies issued for this project, or shall furnish an additional insured endorsement naming the same as additional insured to the Contractor's existing public liability and property damage insurance.

Section 202--Removal of Existing Approach Spans

The existing approach spans will be removed in accordance with Section 202.32. All materials from the old spans will become the property of the Contractor and shall be disposed of in a manner satisfactory to the Engineer.

There will be no measurement of this item, and payment for removal of the existing approaches will be on an "all required" basis.

Section 503--Piles

Piles shall be furnished and driven in conformance with Section 503 of the Standard Specifications supplemented and/or modified as follows:

503.11 Materials.

503.42 Ordering Piling. The work will require piling as shown in the Order List below:

ORDER LIST

Location	No.	Length	Kind
All required	12	40'	Douglas Fir w/8" min tip diameter

503.83 Drive Piles. Minimum pay lengths for piling will be 75 percent of the estimated length of pile penetration given in the following table:

Structure	Length
All required	20'

Section 504--Structural Concrete

Portland cement concrete in bridges shall be furnished, placed, and finished in conformance with Section 504 of the Standard Specifications supplemented and/or modified as follows:

504.11 Materials:

a. The friable particles tests to be made on aggregates to be used in portland cement concrete as set forth in subsections 703.01 and 703.02 of the Standard Specification, as herein modified, will be made in conformance to the requirements of AASHTO T 112-80I.

In subsection 703.01(c), change the limit for friable particles from 1 percent to 3 percent maximum.

In subsection 703.02(c), change the limit for friable particles from 0.25 percent to 2 percent maximum.

b. Delete the mortar strength test called for in subsection 703.01(h).

504.48 Surface Finish. Delete this subsection of the Standard Specifications and substitute the following:

504.48 Surface Finish:

a. General Surface Finish. General surface finish shall consist of filling all depressions resulting from removal of form ties and repairing all rock pockets. General surface finish shall be applied to all concrete surfaces either as a final finish or preparatory to a higher class finish. The degree of care in building forms and quality of materials used in form work could be a contributing factor in the amount of finishing work required. The Engineer will be the sole judge of the amount of finishing work required.

All form bolts and any metal placed for the convenience of the Contractor shall be removed to a depth of 1 inch below the surface of the concrete. All rock pockets and other unsound concrete shall be removed and the resulting holes or depressions filled with mortar. For exterior surfaces, white cement shall be added to the mortar in an amount sufficient to tint the mortar to substantially match the concrete being repaired when only a Class 1 finish is required. If, in the judgment of the Engineer, rock pockets are of such an extent or character as to affect the strength of the structure materially, or to endanger the life of the reinforcement, he may declare the concrete defective and require the removal and replacement of the affected portions of the structure.

b. Class 1 Surface Finish (Unpainted). Class 1 surface finish shall consist of all work required for

General Surface Finish, plus removal of bulges, fins, depressions, stains, discolorations and other imperfections to produce a smooth, even surface of uniform texture and appearance.

504.49 Applicability of Finishes. Delete this subsection of the Standard Specifications and substitute the following:

504.49 Applicability of Finishes. All concrete surfaces shall receive a general surface finish and a Class 1 finish. The surfaces so finished shall be as shown on the plans.

These surfaces shall be finished to a point 1 foot below any adjoining finished ground.

504.81 Measurement. Measurement of all concrete in the structures listed under subsection 504.82 will be on the "all required" basis.

504.82 "All Required" Basis. The estimated quantity of concrete to be paid for on the "all required" basis is as follows:

Structure	Class	Quantity (cu yd)

Section 505--Reinforcement

Reinforcement shall be furnished and placed in conformance with Section 505 of the Standard Specifications supplemented and/or modified as follows:

505.81 Measurement. Measurement of all reinforcement in the structures listed in subsection 505.83 will be on the "all required" basis.

505.83 "All Required" Basis. The estimated quantity of reinforcement to be paid for on the "all required" basis is as follows:

Structure	Quantity (lb)

Section 520--Timber Structures

Furnishing and placing timber in structures shall conform with Section 520 of the Standard Specifications supplemented and/or modified as follows:

520.11 General. Stain shall conform to the special provisions of subsection 708.07.

520.47a Chord Clamps. The outer surfaces of the replacement chord clamps shall be true with the surface of the existing chord member. All bearing surfaces shall fit accurately. Uneven or rough cuts at the points of bearing shall be cause for rejection of the piece containing the defect. Bolt holes shall accurately align with holes in existing chord members.

520.49 Painting. The exterior surface of the siding or the covered bridge shall receive two coats of stain applied in the following manner:

Surface Preparation--Surfaces must be dry, free of dirt, sawdust, grease, wax, and any foreign materials. Fill all cracks and voids with putty and sand smooth. Wipe surface clean.

Application--Hand stir thoroughly before using and frequently during application. Always pretest in an inconspicuous area to assure desired results. Apply a full, even first coat by brush, working well into the surface. To avoid lapmarks, maintain a continuous wet edge. The lap and brush marks shall not be evident on the dried film. Second coat may be spray applied. Avoid staining in direct hot sunlight. Do not apply if air, product, and surface temperature are below 50°F (10°C), or if rain is threatening.

520.81 Measurement. Measurement of all lumber and timber in the permanent structure listed under subsection 504.91 will be on the "all required" basis.

520.91 "All Required" Basis. The estimated quantity of treated lumber and timber to be paid for on the "all required" basis is as follows:

Structure	Quantity (MBM)
Main Span	
Approach Spans	

Section 521--Preservative Treatment for Timber

Preservative treatment of timber shall be performed in conformance with Section 521 of the Standard Specifications supplemented and/or modified as follows:

Preservative	Minimum Retention (pounds)	Member
Ammoniacal copper arsenite, ACA	0.50	Felloe guards, posts, railing, decking, and glue-laminated floor beams
Creosote	8.0	Stringers, pile caps, bracing, and misc. framing
Creosote	17.0	Piling
Untreated	--	Chord clamps, 10x10 diagonals, lower chord members

Section 708--Paint

708.07 Special Purpose Paints--Stain. Stain Color--PPG-REZ solid color stain--"Redwood REZ"; Glidden-Spred solid stain--"Redwood 705" or approved equal.

Solid Color Alkyd Oil Stains

Composition	Min.
Percent Solids by Weight	27.3%
Percent Pigment by Weight	12.4%
Percent Vehicle by Weight	72.7%
Weight per Gallon	8.2 lb

Requirements		
Drying Time	Set to Touch...6-8 hr max.	
	To Recoat...24 hr min.	
Coverage	150-200 sq ft/gallon, 2 coats	

Section 709--Reinforcing Steel and Dowels

709.01 Bar Reinforcement. Change the first paragraph of this subsection to the Standard Specifications to read as follows:

> Bar reinforcement shall conform to the requirements of ASTM A615 and supplement S1 supplemented and modified as follows:

Change paragraph (a) to read as follows:

> (a) Unless otherwise specified or called for by the plans, all reinforcing bars shall be Grade 60.

Delete paragraphs (b) and (c) in their entirety.

Section 737--Timber and Lumber

737.01 Timber and Lumber Grading. Grading requirements for lumber and timber to be used on the permanent structure shall be as follows:

Use	Species and Commercial Grade	Grading Rules Agency
Truss End Posts and Lower Chord	Douglas Fir-Larch Select Structural	West Coast Lumber Inspection Bureau
Truss Chord Clamps	Douglas Fir-Larch Select Structural	West Coast Lumber Inspection Bureau
All Other Framing Members	Douglas Fir-Larch No. 1	West Coast Lumber Inspection Bureau
Siding	Western Red Cedar "A" Prime, Rough, Dry	Western Wood Products Assoc.

737.012 Pressure Treated Shakes. Handsplit and resawn shakes shall be western red cedar, No. 1. Size shall be 24-inch by 1/2-inch medium. Shakes shall be pressure treated to meet the requirements for UL Class C roof in accordance with the standard tests, ASTM E84 and ASTM E108.

Each bundle of fire retardant treated shakes shall bear the UL Class C identification of a third party testing laboratory.

737.02 Glue Laminated Member Grading. All glue laminated members shall be graded 24F-V4 DF/DF in accordance with AITC 117-79.

Subject to change or changes as may be made with notice to plan holders by addendum letter or letters, the bid items and quantities to which the foregoing specifications and provisions apply will be as listed in the following Bid Schedule. This Bid Schedule is for information only and is not be used in bidding. The Bid Schedule to be used in bidding is bound in the Proposal form.

BID SCHEDULE

Item No	Item	Unit	Quantity	Unit Price (In Figures)	Total (In Figures)
1	Mobilization	Lump Sum	All	Lump Sum	$_____
2	Detour Construction and Removal	Lump Sum	All	Lump Sum	$_____
3	Remove Existing Approach Spans	Lump Sum	All	Lump Sum	$_____
4	Furnish Timber Piles	L.F.	____	_____	$_____
5	Drive Timber Piles	L.F.	____	_____	$_____
6	Structural Concrete[a] Class 3300--1-1/2"	CY	____	_____	$_____
7	Reinforcement[a]	lb	____	_____	$_____
8	Timber Structure[a] Main Span	M.B.M.	____	_____	$_____
9	Timber Structure[a] Approach Spans	M.B.M.	____	_____	$_____
				Total Amount of Bid	$_____

[a]Final pay quantities unless plan changes are authorized.

/CVR55/070

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BHOS-2100(4)		
2. STATE PROJECT NO. See below		
3. FROM Dale E. Wilken, Division Administrator FHWA Oregon Division Salem, Oregon	4. PROGRAM NO.	2A. COUNTY NAME Lincoln
	5. ITEM NO. 20055	

6. TO

Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
2-24-83	Non-Federal-aid	County Road

10. GENERAL LOCATION:

YAQUINA RIVER (Chitwood) BRIDGE

11. GENERAL DESCRIPTION OF WORK

Program Change & PS&E authorization

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☒ XX PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION Including archeological salvage and utility preparatory work TEC $12,600; FF $10,080
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION -- ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

The above approval is in response to Mr. Swan's February 9, 1983 letter and that the Environmental Assessment has been approved as a Categorical Exclusion.

Also, in accordance with my letter of December 7, 1982 this project will be advanced as a Bridge Rehabilitation, and the project classification has been changed to BHOS from BROS.

RECEIVED
STATE HWY ENGR
MAR 2 '83
REFER TO
Swan
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
2-24-83	S. K. Hussman	for Division Administrator

FORM PR-1240 (Rev. 12-73) PREVIOUS EDITIONS MAY BE USED

76 PP

427 ar

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION Yaquina River (Chitwood) Bridge
County Road #427

REGION 2

SURVEY AUTHORITY

AUTHORIZATION NO. 2 | PREFIX 221-1907 | DATE 2/10/83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 200	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT		2,500	918 LOCATION			935 SOILS		
904 CONSULTANT		18,083	919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN			920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		
906 BRIDGE DESIGN		1,000	921 SPECIFICA-TIONS		2,000	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST			924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			980 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION		500	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN		0			
914 REGION UTIL-ITY LIAISON			932 RAILROAD & UTILITIES					
						TOTALS	24,883 ~~$ 22,883~~	24,883 ~~$ 22,883~~
RIGHT-OF-WAY PREFIX						PREVIOUS AUTHORIZATION		$ 36,000
FEDERAL AID PROJECT NUMBER BROS-2100(4)						ADD. AUTH. REQUIRED		$-13,117

LOCATION ENGINEER'S REMARKS

Project has changed from replacing existing covered structure to rehabilitation of existing covered structure. FONSI no longer needed. Approved through P.S.& E. Doc.

1 ✓
2 RECEIVED cy Watson
3 MAR 10 1983
4 ROAD DESIGN SECTION

Do Not File ☐
Return To .....
Bring Up ...../...../.....
Action .....

Bring Up to agree w/ Suppl. consult. agreement. / no increase in FA Project

PREPARED BY	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS	DATE
Phillip V. Lewellyn	2/10/83	X [signature]	3/3/83
RECOMMENDED, REGION ENGINEER	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES	DATE
X		X [signature]	2-28-83
RECOMMENDED, LOCATION ENGINEER	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	
X [signature]	2/28/83	3/23/82	

734-1914 (7-82)

9618

S.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

Date: February 9, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: D.E. Swan, P.E.
Acting Program Section Manager

Subject: Project No. BROS-2100(4)
Yaquina Riv. (Chitwood) Bridge
Lincoln County

I request authorization to proceed with the PS&E preparation phase of preliminary engineering at an estimated total cost of $12,600 with an obligation of $10,080 in Federal funds on the subject project.

This request is based on your December 6, 1982 approval of a revised project category request which classified the project as a Categorical Exclusion.

CL:bks
cc: K. Husby
General Files

Form 734-3122

BRIDGE DAYS DOOMED — The Chitwood bridge crosses the Yaquina River about 15 miles east of Newport and is the only link to the tiny community of Chitwood. The fate of the deteriorating bridge will be decided Wednesday.

Only link to town may be destroyed

CHITWOOD — Following the collapse of the Elk City bridge during the Nov. 13 windstorm last year, Lincoln County has only four remaining covered bridges of the 30 it had 40 years ago.

And one of those remaining four, the Chitwood bridge, is deteriorating. County commissioners will decide Wednesday whether to restore or destroy it.

The bridge is the only link to the tiny community of Chitwood, on the Yaquina River, about 15 miles inland from Newport on Highway 20.

It is the longest of the remaining spans, and one of only two that still carries traffic.

The federal government is offering to pay 80 percent of restoration costs, or $375,000, if the county will pay the rest. That's what the commisssioners will be considering when they formally take up the question Wednesday.

There are three options, according to Joe Steere, head of the county road department: restore it, replace it or build another bridge alongside it.

When the bridge was built in 1922, it cost $3,200.

9698

5

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project BROS-2100(4)
Yaquina River (Chitwood) Bridge
Lincoln County

Date: December 7, 1982

From: Division Administrator

Reply to Attn. of: HBR-OR

To: Mr. H. S. Coulter, State Highway Engineer
Attn: Mr. E. S. Hunter, Asst State Hwy Engr For Tech Svcs

We have reviewed your submittal of November 9 requesting approval to repair the Yaquina River (Chitwood) Bridge. The Lincoln County Commissioner's report to restore this covered bridge is interesting.

We agree that, in this case, rehabilitation of the existing covered bridge is justified. It is our conclusion that the proposed structural modifications, in combination with the existing geometrics will satisfactorily meet the immediate and future need for this off-system bridge. We also believe that the rehabilitation proposal is the most logical and cost-effective approach for upgrading the bridge.

Since the roadway width of the rehabilitated structure will be less than the desirable standard, our agreement is contingent upon the bridge being deleted from the deficient bridge list after the project is approved. We also want to emphasize that we consider this project to be quite unique and would be hesitant to agree to another project of a similar nature.

for Dale E. Wilken

cc Walt Hall
D. Patten
L. Sanders
12-9-82

RECEIVED
TECHNICAL SERVICES
DEC 8 '82
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
DEC 8 '82
REFER TO Hunter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

7674

5

November 9, 1982

PLA 14-2

Dale Wilken, Division Administrator
Federal Highway Administration

E. S. Hunter, P.E., P.L.S.
Assistant State Highway Engineer
Technical Services Branch

Yaquina River (Chitwood) Bridge
Lincoln County
BROS 2100(4)

The Yaquina River Bridge at Chitwood in Lincoln County, a bridge on the National Register of Historic Places, has been approved for rehabilitation or replacement as a highway bridge replacement project.

The local community has indicated a strong desire to restore the bridge, one of the last remaining covered bridges in Lincoln County.

It is our recommendation, and also the Lincoln County Commissioner's, that the existing Chitwood Bridge be restored. We are enclosing a report that supports that recommendation, and we request your concurrence in the restoration of this covered bridge.

Enc.

cc Joe Steere, Roadmaster
Lincoln County

bc H. S. Coulter
W. E. Schwartz
Walt Hart
Gary Potter
C. O. Fredrickson

GAP:lb ja

BEFORE THE BOARD OF COUNTY COMMISSIONERS

FOR THE COUNTY OF LINCOLN

In the Matter of)
)
EXECUTING SUPPLEMENTAL) O R D E R
AGREEMENT BETWEEN CH2M HILL)
AND LINCOLN COUNTY)

WHEREAS County desires to supplement the Agreement heretofore entered into with CH2M Hill, and

WHEREAS all provisions in the basic agreement remain in effect, IT IS HEREBY ORDERED as follows:

That the Supplemental Agreement between Lincoln County and CH2M Hill be executed in triplicate;

That one original document be attached to this order and made a part of the commissioners' journal;

That two original documents be delivered to Joseph D. Steere, Lincoln County Engineer, for distribution.

DATED this 8th day of September, 1982.

LINCOLN COUNTY BOARD OF COMMISSIONERS

Albert R. Strand

Albert R. Strand, Chairman

G.E. Stuart

G.E. Stuart, Commissioner

W.S. Ouderkirk

W.S. Ouderkirk, Commissioner

RECEIVED
SEP 10 1982
ROAD DEPARTMENT
LINCOLN COUNTY
BY

Lincoln County Legal Counsel
Lincoln County Courthouse, room 201
225 W. Olive Street
Newport, OR 97365
Phone: 265-5341 ext. 365

4-78

221-1907

STATE OF OREGON
Highway Division - Region 2

INTEROFFICE MEMO
378-2626

TO: D. H. Moehring
PROGRAM MANAGEMENT ENGINEER

DATE: September 8, 1982

FROM: Phillip O. Stearns
REGION 2 FEDERAL AID SPECIALIST

SUBJECT: Consultant Selection
Chitwood Bridge Restoration
Lincoln County

Attached is a letter from Lincoln County requesting permission to enter an agreement with CH_2M to complete P.E. and perform construction engineering for the Chitwood Bridge Project.

The reasons cited by County officials appear reasonable. Region Office concurs with the request to avoid the full consultant selection process.

Please process the request through proper channels for approval.

POS/rgb

attch.

81-125-1387

Contains Recycled Materials

LINCOLN COUNTY ROAD DEPARTMENT

County of Lincoln

Office of the County Engineer
Joseph D. Steere

880 N.E. 7th St.
Newport, Oregon 97365
(503) 265-6611, Ext. 246

September 2, 1982

Mr. Phillip O. Stearns
Region 2 Federal Aid Engineer
Department of Transportation
Highway Division
2960 E. State Street
Salem, Oregon 97310

RE: Chitwood Bridge Restoration

Dear Phil:

Don Forbes, CH2M Hill, has indicated to the county that his preliminary engineering report will be out about October 1, 1982. He wishes to enter into an agreement with the county for final engineering work. The county desires this also, but does not wish to jeopardize the project by improperly selecting a consultant.

The county's reasons for wishing to have CH2M Hill do the final engineering on this project are as follows:

1. The formal process of selecting a consultant for the final engineering would delay the project. This is a restoration project and time is of the essence.

2. Since CH2M Hill is the sole source of the preliminary engineering data, any other consultant would have to re-do at least a portion of the preliminary work. This would result in an unnecessary and costly duplication of services.

3. The county is satisfied with the work of CH2M Hill.

Please advise us, in writing as soon as possible, if the county may properly enter into an agreement with CH2M Hill for the final engineering on this project. If we cannot, please list our options.

Sincerely,

James H Buisman

James H. Buisman, P.E.
Assistant County Engineer

JHB:rg
cc: Don Forbes, CH2M Hill

REGION 2 ENGINEER
RECEIVED
SEP 7 1982
RLE RCE RME RTE HOE
RE ULE GEO RSO ENV RFE

PROGRAM MANAGEMENT SECTION
DHM DES
SHM MJK DNH
SEP 9 1982
REFERRED TO
FOR
FILE: PM FA LG.

VICTOR ATIYEH
GOVERNOR

Department of Transportation

STATE HISTORIC PRESERVATION OFFICE

Parks and Recreation Division

525 TRADE STREET S.E., SALEM, OREGON 97310

September 8, 1982

GARY A POTTER MANAGER
ENVIRONMENTAL SECTION
HIGHWAY DIVISION
TRANSPORTATION BLDG
SALEM OR 97310

Dear Gary:

RE: Yaquina River (Chitwood) Bridge
Lincoln County

Thank you for your letter of August 24 regarding the Chitwood Bridge rehabilitation project. We concur with your finding that the project will have no effect with regard to Section 106 of the National Historic Preservation Act.

Again, thank you for your notification.

Sincerely,

D. W. Powers, III
Deputy SHPO

DWP:js

RECEIVED
TECHNICAL SERVICES
SEP 13 '82
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Agt | File

NOTED
E. S. HUNTER

Form 734-3122

96.98

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
ENV 3

August 24, 1982

Dale Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, NE
Salem, OR 97310

RE: Yaquina River (Chitwood) Bridge
County Road
Lincoln County
BROS-2100(4)

Dear Mr. Wilken:

On February 24, 1982, we classified the subject project as a Class 3, Environmental Assessment, because of the uncertainty of what alternatives could be pursued for replacement and/or rehabilitation of this covered bridge.

Since that time, preliminary engineering has revealed that the rehabilitation of the bridge is cost-effective, will accomplish transportation goals, and yet will restore and preserve the covered bridge. A public hearing has been held and the Lincoln County Commissioners have endorsed the rehabilitation alternative.

I am attaching correspondence from CH_2M/Hill, consultant for Lincoln County, that outlines the project as now proposed.

This letter and the supplemental information is to request that the project can now be appropriately classified as a Categorical Exclusion, and that the project as now advanced will not required a Section 4(f) Determination.

Your concurrence is requested.

Very truly yours,

Gary A. Potter, Manager
Environmental Section

for Division Administrator — Date 12/6/82

ENVIRONMENTAL SECTION
December 7, 1982

cc: J. B. Boyd (3)
J. H. Versteeg (4)
L. E. George (2)
B. L. Gifford (2)
D. H. Moehring
W. J. Hart
C. T. Keasey
F. E. Terpin
Local Programs Unit
Phil Lewellyn
Surfacing Design

General Files
C. O. Fredrickson
Mike Schultz GAP:1b
William Fretwell
John Gunter Attachment
Don Keyes (8)
Don Forbes (CH_2M Hill)

Form 734-3122

PROGRAM MANAGEMENT SECTION
DHM ☐ DES ☐
SHM ☐ MJK ☐ DNH ☐
DEC 8 1982
REFERRED TO_____
FOR _____
FILE: PM FA LG.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
ENV 3

August 24, 1982

David Powers
State Historic Preservation Officer
State Historic Preservation Office
525 Trade Street SE
Salem, OR 97310

RE: Yaquina River (Chitwood) Bridge
County Road
Lincoln County

Dear David:

On February 24, 1982, we classified the subject project as a Class 3, Environmental Assessment because of the uncertainty of what alternatives could be pursued for replacement and/or rehabilitation of this covered bridge.

Since that time, preliminary engineering has revealed that the rehabilitation of the bridge is cost-effective, will accomplish transportation goals, and yet will restore and preserve the covered bridge. A public hearing has been held and the Lincoln County Commissioners have endorsed the rehabilitation alternative.

I am attaching correspondence from CH_2M/Hill, consultant for Lincoln County, that outlines the project as now proposed.

This letter and the supplemental information is to request your concurrence in a Finding of No Effect determination as per Section 106 of the National Historic Preservation Act.

Your early reply would be appreciated. Please call if you have any questions.

Very truly yours,

ORIGINAL SIGNED BY
GARY A. POTTER

Gary A. Potter, Manager
Environmental Section

bc: H. S. Coulter
E. S. Hunter
Walt Hart
C. O. Fredrickson
D. H. Moehring

GAP:lb
Attachment

RECEIVED
TECHNICAL SERVICES
AUG 24 '82
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form 734-3122

CH2M HILL
engineers
planners
economists
scientists

August 13, 1982

C15956.AO

Gary A. Potter, Manager
Environmental Section
Highway Division
Department of Transportation
Transportation Building
Salem, Oregon 97310

Dear Mr. Potter:

At the second scoping meeting for the Chitwood Bridge Project on July 15, 1982, we agreed to submit a letter to you confirming restoration as a viable alternative. Based on a thorough field review of the bridge structure, we believe that the existing bridge should be restored, that such restoration best serves the transportation needs of the community of Chitwood, and that restoration can be completed without affecting the integrity of the bridge as a historic structure. This meets the dual objectives brought out at the June 8 public meeting. (See Attachment A.)

The following structural items must be completed to restore the bridge:

- Replace the roof and siding with members in-kind.
- Replace in-kind several deteriorated bottom chord splices.
- Replace in-kind the south endpost of the east truss and portions of the lower chord at the post.
- Replace all floor beams with treated glue-laminated members.
- Replace in-kind deteriorated deck stringers as necessary and add stringers to better distribute deck loading.
- Replace approach spans in their entirety with spans of similar configuration.

Corvallis Office
1600 S.W. Western Blvd., P.O. Box 428, Corvallis, Oregon 97330 503/752-4271 Cable: CH2M CVO

- Replace traffic rails with wooden rails of greater capacity.

Depending on FHWA's position on several engineering issues that pertain to the sufficiency rating of the restored structure, the following two restoration tasks may also be required.

- Replace the vertical steel hanger rods in the trusses. The replacement rods will have the same diameters as the existing but will be higher strength steel.

- Increase the height of the existing bridge openings from 13'0" to 14'0". This increase will not affect the bridge structure but only the wooden siding.

A categorical exclusion is appropriate for the restoration of the Chitwood Bridge. The project, as noted above, is essentially one of replacing members in kind and related maintenance work. The work area will be limited to the bridge approaches, the bridge itself, and an area immediately around the bridge of 60 feet in width and 160 feet in length. An indirect impact will be an improved level of service to the community of Chitwood due to the greater load capacity of the bridge. The restored bridge will be capable of carrying at least a Type 3 (25 ton) truck. The public as a whole will benefit from the extended service life of the Chitwood Covered Bridge.

The Chitwood Covered Bridge was placed on the National Register of Historic Places in 1979 as part of a thematic resources group nomination of Oregon Covered Bridges. The following excerpts from the statement of significance on the national Register nomination form (Attachment B) are relevant to the Chitwood Bridge:

> The forty-six covered bridges included in this thematic group nomination are significant to Oregon and to the nation as a whole as representative examples of a long-lived bridge-building tradition which, in Oregon at least, has continued to the present day... The object of nominating 46 of the 56 Oregon covered bridges to the National Register of Historic Places is... to expand the opportunities for protection and preservation of these resources which are a significant part of the state and national heritage.

The integrity of the Chitwood Bridge is maintained by this project so that it can remain part of the state and national heritage.

Several aspects of the project will help preserve the structure, such as the replacement of the roof and siding which will maintain the characteristic shed appearance of Lincoln County covered bridges. The major work to be done on the floor and truss will return the bridge to an adequate load capacity. The replacement of truss members will be in-kind. Added stringers in the floor of the bridge and treated glu-laminated floor beams will be as close as possible to the same dimensions as existing members.

Based on the preceding information, it is our request that the project be classified as a categorical exclusion, that no section 4(f) determination is needed and a finding of no effect is appropriate under Section 106 of the National Historic Preservation Act. The work is a continuation of Oregon's covered bridge tradition that sustains the existing form, integrity, and material of the structure while making the bridge able to meet the contemporary needs of the community of Chitwood. Your concurrence, FHWA's, and that of the SHPO is requested.

Sincerely,

Donald E. Forbes
Project Manager

Wes L. Reynolds
Environmental Planner

sm/COC12/040
Attachments: "A" and "B"
cc: Chuck Frederickson

Yaquina River (Chitwood) Bridge

Lincoln County, Oregon

Yaquina River (Chitwood) Bridge
Lincoln County

TABLE OF CONTENTS

	Page
CHAPTER I.....Background Summary of Project Development	1
CHAPTER II.....Site Conditions at the Chitwood Bridge	3
CHAPTER III.....Cost Estimates	7
CHAPTER IV.....State Priorities	9
CHAPTER V.....Alternatives and Consequences	11
CHAPTER VI.....Recommendations	13
APPENDIX A: Location Map and Photographs	
APPENDIX B: Identification of Alternatives and Selection of the Preferred Alternative for the Replacement/ Reconstruction of the Chitwood Covered Bridge	
APPENDIX C: Engineering Calculations and Bridge Inventory Rating	
APPENDIX D: Correspondence from SHPO	
APPENDIX E: Miscellaneous Project Correspondence	

Yaquina River (Chitwood) Bridge
Lincoln County

CHAPTER I. Background Summary of Project Development

Early in 1982, Lincoln County, in cooperation with the Oregon Highway Division, began preliminary engineering to explore alternative ways of replacing or rehabilitating the Yaquina River (Chitwood) Bridge.

The Chitwood Bridge is a wooden covered bridge spanning the Yaquina River approximately 9 miles upstream from Toledo, Oregon. The bridge, built in 1926, is an advanced stage of deterioration due to the decay of certain members of the wooden structure. The bridge is currently posted for a 4 ton load limit.

The bridge has been declared eligible for and is listed on the National Register of Historic Places. Because of the special status of listing in the National Register, Lincoln County and the Highway Division, in cooperation with the State Historic Preservation Office (SHPO), conducted several scoping sessions to rigorously explore all alternatives for replacing and/or rehabilitating the bridge. This process culminated in a public hearing on June 9, 1982, at which 5 alternatives were detailed for public review and comment. The alternatives are described as follows:

1. Do nothing with the bridge--bypass it with a new road that ties to an existing road and bridge network.
2. Construct a new bridge far enough away from the existing bridge to eliminate the visual impact on the bridge.
3. Construct a new bridge adjacent to the existing bridge.
4. Dismantle the existing bridge and construct a new bridge on the same alignment.
5. Reconstruct the existing bridge.

(See Appendix B for a further breakdown of the various options that were explored under each alternative).

Testimony received at the public hearing revealed two major themes or concerns. The first was to provide adequate transportation service to the seven homes in the community of Chitwood. The level of service as expressed by the community is the capacity to carry a concrete truck or a load of gravel, and preserving if possible, the old bridge. A polling of those attending the hearing indicated a clear majority of those present favored saving the old bridge.

The consultant for Lincoln County performed structural calculations and field tests of the truss to determine if the structure could be successfully and economically rehabilitated. The tests were conducted in the field with state and FHWA bridge personnel in attendance. The results of the tests and resultant structural calculations showed that the bridge could be successfully and economically rehabilitated.

As a result, the Lincoln County Commissioners on June 30, 1982, unanimously voted to select rehabilitation as the preferred alternative on the project.

Lincoln County and the Highway Division have formally requested that the FHWA approve the project as a Categorical Exclusion, and the State Historic Preservation Office (SHPO) has concurred in a finding of No Effect for the rehabilitiation alternative.

CHAPTER II. Site Conditions at the Chitwood Bridge

The covered bridge serves seven occupied homes in the small community of Chitwood and provides the only access to the community. As seen in the aerial photograph enclosed, the community is situated in a narrow strip of land between the bank of the Yaquina River on the north side and steep, wooded terrain on the south. A single Southern Pacific rail line runs through Chitwood and follows the river in an east-west direction. The county road, of which the covered bridge is a part, extends between U.S. Highway 20 and the Southern Pacific rail line. The road, including the bridge, is less then 400 feet long.

Information supplied by the Lincoln County Planning Department indicates that the transportation needs of the community of Chitwood will remain essentially static for the next 20-year period. The community will not grow beyond its present limits. Adjacent land along the Yaquina River will remain zoned A-C 40 (agricultural, 40-acre minimum). Steep terrain to the south of the community is zoned T-C (timber conservation). Most of this land is privately owned by timber companies. No substantial timber harvest is expected for some time. When harvested, the timber will be removed along an existing road network that connects with the Thornton Creek Bridge, which is approximately 1-1/2 miles downstream from the bridge at Chitwood. This road network lies to the south and behind a high ridge from the community of Chitwood.

The Chitwood Bridge carries a low ADT (less than 50). It routinely carries only light vehicular traffic with an occasional required passage of a Type 3 vehicle (concrete, gravel, or garbage truck). School buses cannot now

use the bridge but if rehabilitated, and a suitable turnaround provided, school bus access would be possible.

One of the early project tasks was the identification of various alternatives relating to the disposition of the Chitwood Bridge. A report on the advantages and disadvantages of the five most viable alternatives was issued in July 1982. A copy of that report is included herein as Appendix B. Four of the five alternatives involved either construction of a new bridge or reconstruction of the existing bridge. The fifth alternative, the non-bridge option, considered linking the community of Chitwood with an existing bridge approximately 1-1/2 miles downstream. Road construction costs considerably in excess of expected bridge replacement/reconstruction costs eliminated this alternative. In addition, the proposed bypass road would be constructed within a state geologic slide hazard area. Authorization for such construction is improbable.

From an engineering standpoint, the bridge appears to be a good candidate for restoration. A hydrology/hydraulic study confirmed the bridge's capacity to pass a 50-year flood with approximately 2 feet of freeboard and pass a 100-year flood. Field investigation of the existing bridge using a moisture meter and increment borer confirmed that the timber in the main trusses are very sound except for one joint and several splices. Other members in the main span such as decking, stringers, and floor beams as well as all elements of both approach spans must be replaced.

During the environmental review, a number of citizens of Chitwood were opposed to restoring the existing bridge unless it were capable of carrying a concrete truck. Investigations determined that the bridge can be

made to carry a Type 3 vehicle such as a gravel or concrete truck without major modifications. The limiting elements are the floor beams. Because of extensive deterioration, they will be replaced. The load rating of the restored structure depends to a large extent on the depth of the replacement floor beams.

The Chitwood Bridge can be upgraded to carry HS-20 loading, but an economic premium must be paid. By replacing only the floor beams with new beams of similar depth, a minimum amount of dismantling of the existing trusses will be required. The bridge will carry a Type 3 vehicle at the operating level. To carry a Type 3 vehicle or greater at an inventory level requires floor beams of greater depth which necessitates replacing all of the vertical steel rods in the trusses. Considerably more dismantling of the trusses, as well as additional material cost, is required with this option. Given the existing and projected transportation needs of the community of Chitwood, such higher load rating is not warranted.

The restored bridge can be expected to perform successfully for 40 to 50 years after reconstruction. The existing bridge is 56 years old. The trusses are untreated Douglas Fir and are essentially in new condition. One truss end post at the south support is deteriorated and must be replaced. To prevent possible repeated deterioration at the supports, it would be prudent to inject end members with bacteria killing fumigants. The longevity of the wood trusses were discussed with Professor Robert Graham at Oregon State University. Professor Graham has conducted extensive research on wood deterioration and the use of wood preservatives. Based on the successful history of the trusses and their continued protection from the weather,

Professor Graham's opinion is that they can be expected to perform for an indefinite period of time. He does not feel that wide spread application of fumigants in the trusses is warranted.

As previously stated, the existing untreated floor beams must be replaced. By replacing these beams with treated members and by ensuring the integrity of the shed to repel water at the ends of these beams, the new floor beams will perform for a 40-year period.

The bridge inventory report prepared by OBEC Consulting Engineers on September 15, 1981, listed in the remarks section a number of specific deficiencies. A copy of this inspection report is included in Appendix D. It should be noted that with the exception of one item under 59-4 these deficiencies are alleviated by the proposed reconstruction. Item 59-4 cited evidence of beetle activity in the trusses. During a subsequent truss inspection for the proposed reconstruction, the trusses were inspected in depth. The only evidence of vermin activity noted in the trusses is in the 10x12 sill beams that support the lower truss chords. There are a number of small round holes (1/8-inch diameter or less) in these beams. Because beetles normally leave 1/2-inch wide oval holes, the holes are more likely due to carpenter ants. In any event, the presence of these holes is not judged to significantly impact the structural integrity of these members. Replacement of these members is not anticipated.

CHAPTER III. Cost Estimates

There are two significant advantages of restoring the existing bridge. By continuing to use the existing bridge, significant environmental/historical issues are avoided. The time required to complete the project, and, thus, remove the bridge from the deficiency list is shortened by approximately two years. Second, the cost of reconstruction is equal to or less than the cost of constructing a new bridge.

To arrive at a credible cost estimate for reconstruction, the scope of work was discussed with two bridge contractors. The required work items are those that will upgrade the bridge to Type 3 loading at an operating stress level. A list of those repairs is included in the Recommendations section.

One contractor estimated the reconstruction cost to be $138,000*. the other estimated costs to be $168,000. Even if reconstruction costs $150,000, the cost per square foot of deck area is less than $59.

The construction cost of a new bridge with a 16 foot roadway width equivalent to the width of the covered bridge is estimated at $233,000. This assumes that the replacement would use prestressed concrete box beams for the main span and that the existing piers would be altered but used in the new construction. A replacement with a new structure with a roadway width greater than 16 feet will require new piers and is estimated at $368,000.

---

*All construction cost estimates assume a 20% engineering and contingency factor and are expressed in 1982 dollars.

The estimates for a new bridge do not reflect the preliminary engineering costs, length of time and inflation that would be experienced if the old bridge were to be removed.

CHAPTER IV. State Priorities

The selection of candidate bridges on local government routes for repair or replacement under the Highway Bridge Replacement Program (HBR) is made by the Bridge Replacement Committee. This Committee and its charge was established by a State-Local Government Memo of Understanding. The Committee is made up of the State Bridge Engineer, the State Bridge Maintenance Engineer and representatives from the Association of Oregon Counties and the League of Oregon Cities. The Committee meets on an annual basis to establish a local government bridge replacement program for the next several years. The priority selection process is based on:

1. A candidate list reflecting local government priority and local government ability to meet matching fund requirements; and
2. The sufficiency rating list as established by the Federal Highway Administration.

On June 12, 1980, the Bridge Replacement Selection Committee met and recommended an HBR Program for the Off-System for Fiscal Years 1981 and 1982. The Yaquina River Bridge at Chitwood was on that recommended list. In arriving at a decision to recommend this structure, the Committee took into account the following factors:

A. This structure was No. 1 on the latest FHWA Bridge Sufficiency Rating List with a Sufficiency Rating of 0.00;

B. That Lincoln County had indicated the structure to be their No. 1 Priority;

C. That the County had indicated an ability to meet matching fund requirements;

D. That the area and population served by the existing bridge, while small was nevertheless totally dependent on the bridge for all day-to-day and emergency services;

E. That the existing covered bridge was on the National Historic Register; and that it was the last functional visible covered bridge in the county, and its preservation in some manner would be a consideration in the project.

The 1981-1982 Program recommendation of the Selection Committee was forwarded to the Oregon Transportation Commission and approved by that body on January 12, 1981.

CHAPTER V. Alternatives and Consequences

If FHWA were to approve the selected alternative as now envisioned, the project would require no additional environmental or public involvement work. The SHPO has concurred in a No Effect finding for the rehabilitated alternative, so no additional processing will be necessary under Section 106 of the National Historic Preservation Act (NHPA). Lincoln County could enter into final design immediately with a goal of contracting the project in the summer of 1983.

At this time, to back up and proceed with any other alternative would essentially mean starting over in the project development process. The project was originally classified as a Class III, requiring a EA and FONSI and is now proposed as a Categorical Exclusion. In view of the public opinion expressed during the first hearing on the project, one could anticipate substantial controversy on any alternative to replace the Chitwood Bridge with a modern structure. For any replacement alternative, it would be prudent to proceed to a full environmental impact statement (EIS), and hold a formal public hearing. A Section 4(f) evaluation would be needed, and the level of effort would require extensive engineering development of all reasonable alternatives.

Following the public hearing, assuming selection of an alternative that does not rehabilitate and adversely impacts the bridge, a Section 106 finding of adverse effect and case report, plus a Section 4(f) determination would need to be prepared and circulated. A Memorandum of Agreement would need to be prepared for joint agreement with the FHWA and the Advisory Council on

Historic Preservation (ACHP). Assuming agreement with the ACHP can be reached, the Final EIS could be adopted and circulated.

The length of time to complete this process is estimated to be 2 years, at a total preliminary engineering cost of approximately $150,000, a cost which exceeds the current estimate of the cost of rehabilitation.

Public controversy is expected to be widespread and continuous.

The ultimate question that must be asked is: if the rehabilitation alternative has been shown to be feasible and prudent, can any other alternatives meet the test of absence of feasible and prudent alternatives for the purposes of Section 4(f) and Section 106.

CHAPTER VI. Recommendations

After a thorough analysis of alternatives regarding the disposition of Chitwood Bridge and evaluation of citizen's input as well as comments by the Lincoln County Board of Commissioners, we recommend restoration of the Chitwood Bridge. The following repairs are necessary to upgrade the bridge to a Type 3 operating rating.

1. Replace all elements of the approach spans.
2. Replace the siding and roof on the shed.
3. Replace the end diagonal at the southeast corner of the bridge and the lower chord members between the end diagonal and the splice joint.
4. Replace wooden splice plates at three locations.
5. Replace floor beams with treated glu-laminated members.
6. Replace stringers as needed and add jack stringers to better distribute wheel loads across the decking.
7. Replace wooden decking and running planks.
8. Replace wooden pier caps that carry stringers.
9. Replace railing system with heavier wood railing having greater capacity.
10. Install Felloe guards.

While restoration of a wooden bridge is a departure from normal highway design practice, it is entirely reasonable given the unique transportation requirements of Chitwood. To reiterate these unique aspects:

-- The bridge provides the only reasonable access to a community of seven occupied homes.

-- Planned land use for Chitwood indicates static conditions for the 20-year planning period.

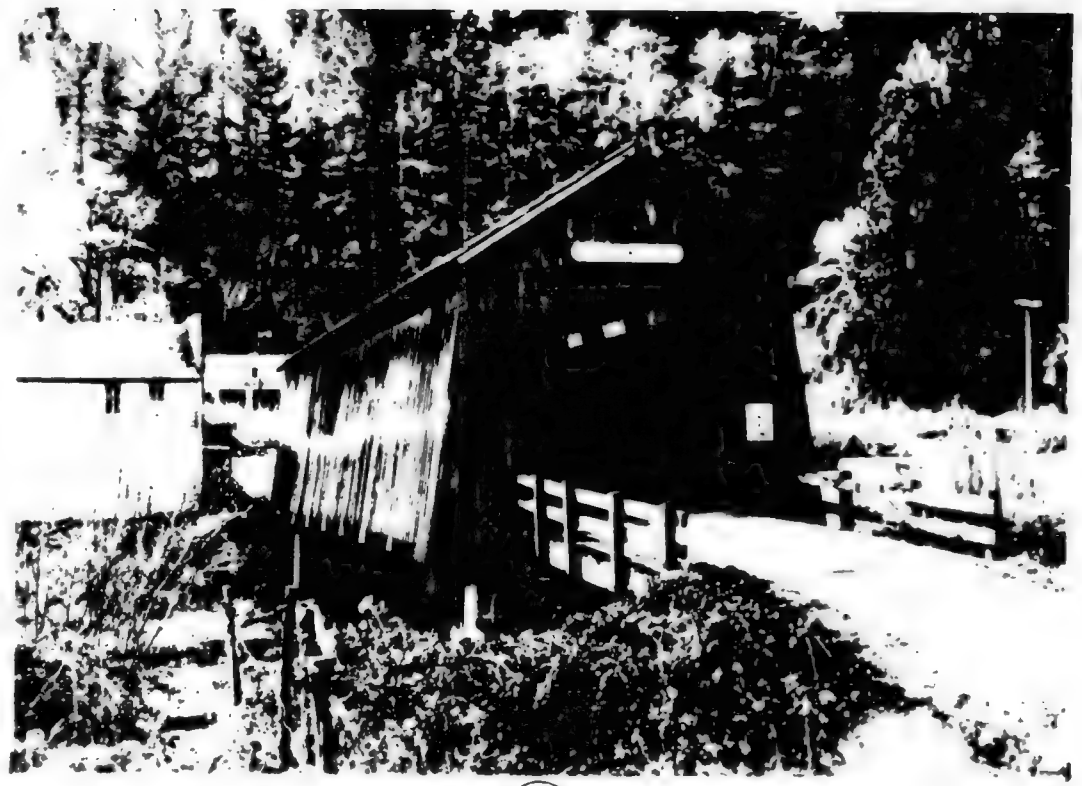
-- The existing bridge is hydraulically sufficient based on both successful performance during a 50-year flood and a hydrologic analysis based on regional analyses developed for Federal Emergency Management Agency (FEMA).

-- The bridge carries an ADT less than 50. It routinely carries light vehicular traffic. Only infrequent passage of a Type 3 vehicle is required.

-- The existing covered bridge can be reconstructed to carry Type 3 vehicles at an operating load rating. The cost of reconstruction will be approximately $65,000-150,000 less than the cost of erecting a 16-foot wide concrete structure. Because of significant time delays associated with environmental procedures required for new bridge construction at this site, the reconstructed bridge can be completed at least two years before a new bridge.

-- Reconstruction is the least expensive alternative required to remove the bridge from the deficiency list.

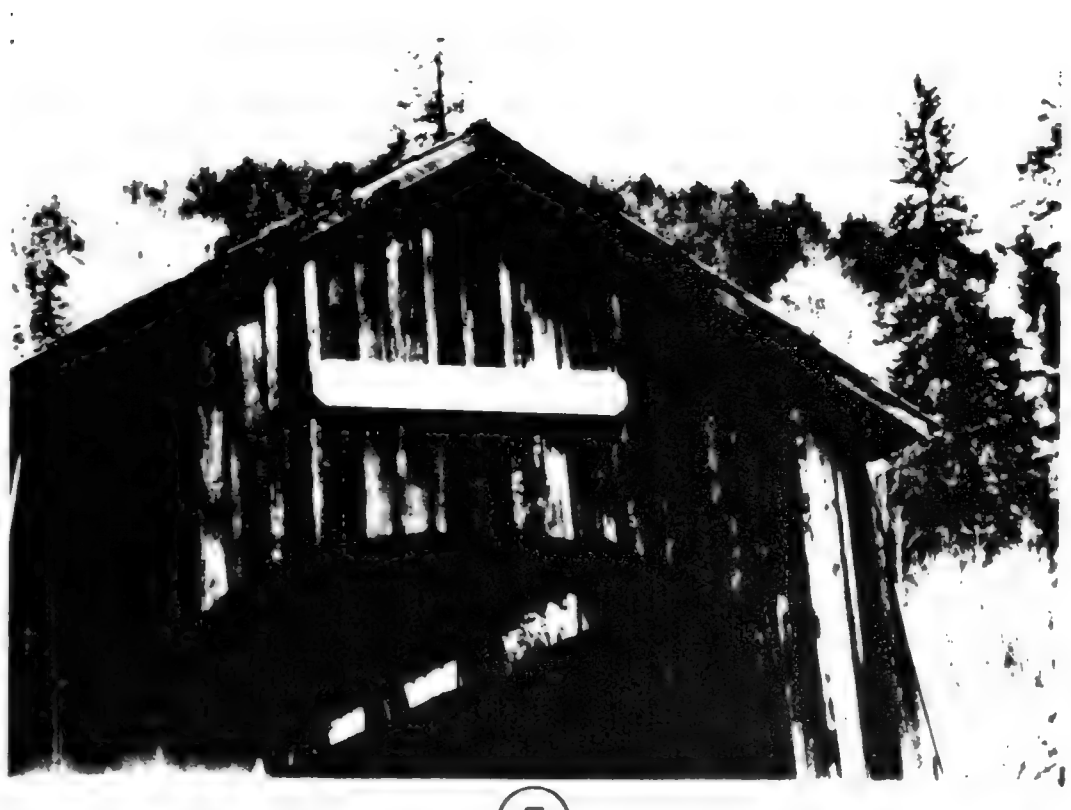
(1)



(2)

(3)

(4)



(5)

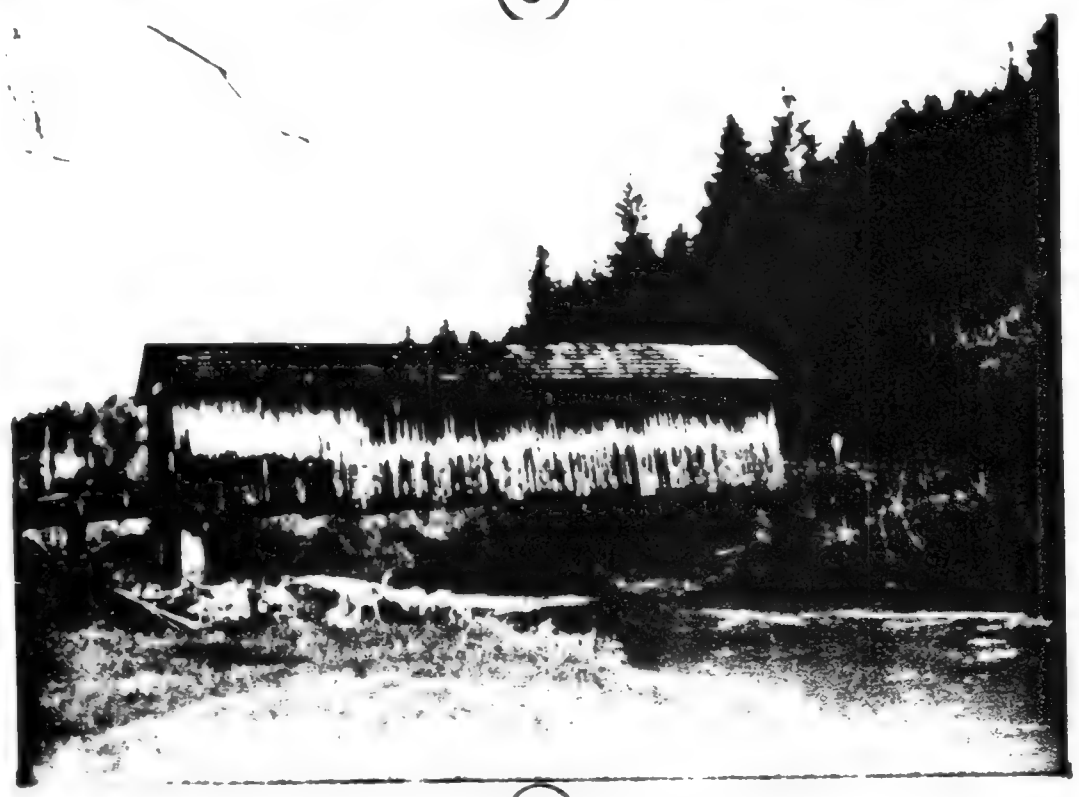
(6)

(7)

(8)

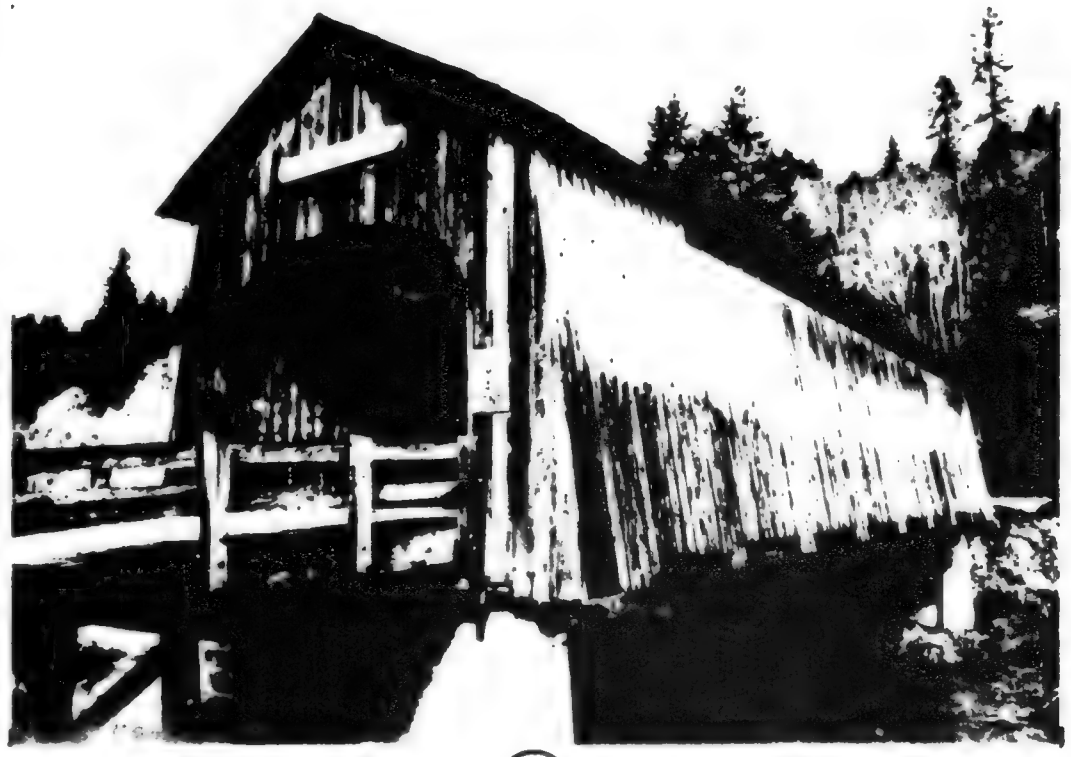
(9)

(10)



(11)

(12)



Identification of Alternatives
and
Selection of the Preferred Alternative
for the
Replacement/Reconstruction
of the
Chitwood Covered Bridge

prepared for Lincoln County

by

CH2M HILL

July 15, 1982

The Chitwood covered bridge is in an advanced state of deterioration due to the decay of its wooden structure. The bridge is currently posted for 4 tons. Without action, continued decay will result in the eventual closure of the bridge.

The bridge has been approved for Federal funding through the highway bridge replacement program. This funding is to be shared on an 80-20 percent basis. That is, the Federal government provides 80 percent of the engineering and construction costs and the county provides the remaining 20 percent.

Because of the historical nature of the bridge, a number of issues relating to the disposition of the bridge need to be addressed. Our firm in cooperation with the county engineer identified five alternatives for replacing or repairing the bridge. The five alternatives indicated below were presented to the citizens of Lincoln County in a public meeting which was held on June 8, 1982, at the Marine Science Center in Newport, Oregon.

1. Do nothing with the bridge--by-pass it with a new road that ties to an existing road and bridge network.

2. Construct a new bridge far enough away from the existing bridge to eliminate the visual impact on the bridge.

3. Construct a new bridge adjacent to the existing bridge.

4. Dismantle the existing bridge and construct a new bridge on the same alignment.

5. Reconstruct the existing bridge.

The relative advantages and disadvantages of each of these alternatives as well as preliminary cost estimates are listed in Appendix A.

Based on citizen input, the first two options--by-passing the bridge and construction a new bridge well downstream--have been ruled out. A summary of the meeting along with a list of verbal and written citizen responses are included in Appendix B. Briefly, comments were in two categories. While recognizing the virtues of the covered bridge as a tourist attraction, the citizens of Chitwood were more concerned with getting gravel trucks and concrete trucks across the bridge. Those citizens not living in Chitwood were more interested in preserving the bridge. It seems that both groups can be served if the bridge can be restored to at least a 25-ton load capacity.

Subsequent to the public meeting, our firm measured the existing bridge and calculated the expected load capacity with a fully restored bridge. It appears that the restored bridge will be adequate to carry a 25-ton vehicle.

The length of the environmental process will vary greatly among the three remaining alternatives. A summary of expected report requirements and time tables are listed below. These requirements are tentative and cannot be fully defined until the County has selected a preferred alternative and a second scoping meeting is conducted with the concerned Federal, state, and county agencies.

I. <u>Reconstruct the Existing Bridge</u>

Depending on the extent of structural modification necessary to restore the trusses, there are two possible avenues for the environmental process.

A. If there is no structural modification other than member replacement in kind, a finding of "no effect' (under Section 106) is possible. A minimum amount of paperwork is required and design can begin immediately. A "categorical exclusion" (under the National Environmental Policy Act) is probable and no environmental documents need be prepared.

B. If sufficient structural modification is required to reconstruct the trusses, a full Section 106 report will be required. The intent of this report is to identify the impact restoration has on the historic properties of the bridge. The time for developing the report and receiving ODOT and FHWA approval will be a minimum of 4 months. The project may still qualify for an environmental "categorical exclusion" especially if the Section 106 study indicates no adverse effect.

II. <u>Dismantle the Existing Bridge and Construct a New Bridge on the Same Alignment</u>.

At a minimum, an Environmental Assessment (EA), Section 106, and 4(f) statement will be required. If there is public controversy, which is probable, an Environmental Impact Statement (EIS) will be required. <u>The minimum time without an EIS is 10 months</u>. An EIS process would begin after this 10-month period.

III. Construct a New Bridge Adjacent to the Existing Bridge.

A Section 106 determination of effect is the minimum requirement. A 4(f) Statement may also be needed if the 106 determination indicates a "taking by effect" of the aesthetic qualities of the historic bridge. Two factors will determine whether an EA is required. Depending on the County's commitment to maintain the existing bridge from further deterioration after the new bridge is constructed, an EA may be required. That is, if the existing bridge is routinely inspected and maintenance is performed, an EA is not required. Second, if a new bridge is not constructed within the existing right-of-way, an EA may be required. The time period for the environmental work can vary from 4 months to 10 months.

The Lincoln County Board of Commissioners reviewed copies of a draft report that identified alternatives and summarized citizen input concerning the disposition of the bridge. On June 30, the Board unanimously voted in favor of proceeding with the restoration option.

On July 7, a field review of the bridge was conducted with Walt Hart, the state bridge engineer, and Herb Schell, the Federal bridge engineer. Both engineers were in agreement that from a structural standpoint, the bridge appeared to be a good candidate for restoration. The final determination depends on two factors, that a minimum sufficiency rating of 80 is achieved in a reconstructed bridge and that reconstruction is economically justifiable. We have calculated the sufficiency rating for a reconstructed bridge and confirmed that a sufficiency of 80 is achievable. Further field review is required to identify all members to be replaced and to establish a more detailed cost estimate for reconstruction.

/COR55/029

Appendix A

BRIDGE REPLACEMENT/RECONSTRUCTION ALTERNATIVES

ALTERNATIVE I.

Bypass the existing bridge and tie to an existing road network.

A. Options Studied:

1. Upstream--ruled out because of lack of suitable crossing.

2. Connect with the existing road system on top--very expensive and existing logging roads are not up to county standards.

3. Downstream to the Thornton Creek Bridge--only viable alternative.

B. Advantages:

1. Existing bridge remains intact.

2. Bridge construction costs are minimized.

C. Disadvantages:

1. Federal government will not participate in funding--cost to County outweighs apparent initial cost savings.

2. Need to traverse a State geologic slide hazard area--questionable opportunity to gain approval.

3. Disposition of existing bridge--have not resolved the basic problem (probability of further deterioration and the potential of a public nuisance).

ALTERNATIVE II.

Construct a new bridge far enough away to eliminate the visual impact on the existing bridge.

A. Options Studied:

1. Upstream--ruled out because of reduced sight distance on Highway 20 and the lack of a suitable bridge site.

2. Downstream--workable.

B. Advantages--existing bridge intact and not impacted visually.

C. Disadvantages:

1. Time and expense of right-of-way acquisition.

2. Construction of approach road not eligible for Federal participation. County must pay all of road expense.

3. Disposition of existing bridge--probability of further deterioration (potential public nuisance).

ALTERNATIVE III.

Construct a new bridge adjacent to the existing bridge.

A. Advantages:

1. Existing bridge remains intact.

2. Bridge approach work is minimal.

B. Disadvantages:

1. Adversely impacts aesthetics of the existing bridge--time and expense of environmental studies.

2. Disposition of the existing bridge.

ALTERNATIVE IV.

Dismantle the existing bridge and construct a new bridge on the same alignment.

A. Advantages:

1. Lowest total cost to County over the life of the structure.

2. Most efficient transportation system (load capacity and service life).

3. Disposition of old bridge not a problem.

B. Disadvantages:

1. No historic bridge.

2. Potentially lengthy environmental process.

ALTERNATIVE V.

Reconstruct the existing bridge.

A. Advantages:

1. Preserve an historic landmark--minimized environmental studies.

2. Enjoy shortest project schedule.

B. Disadvantages:

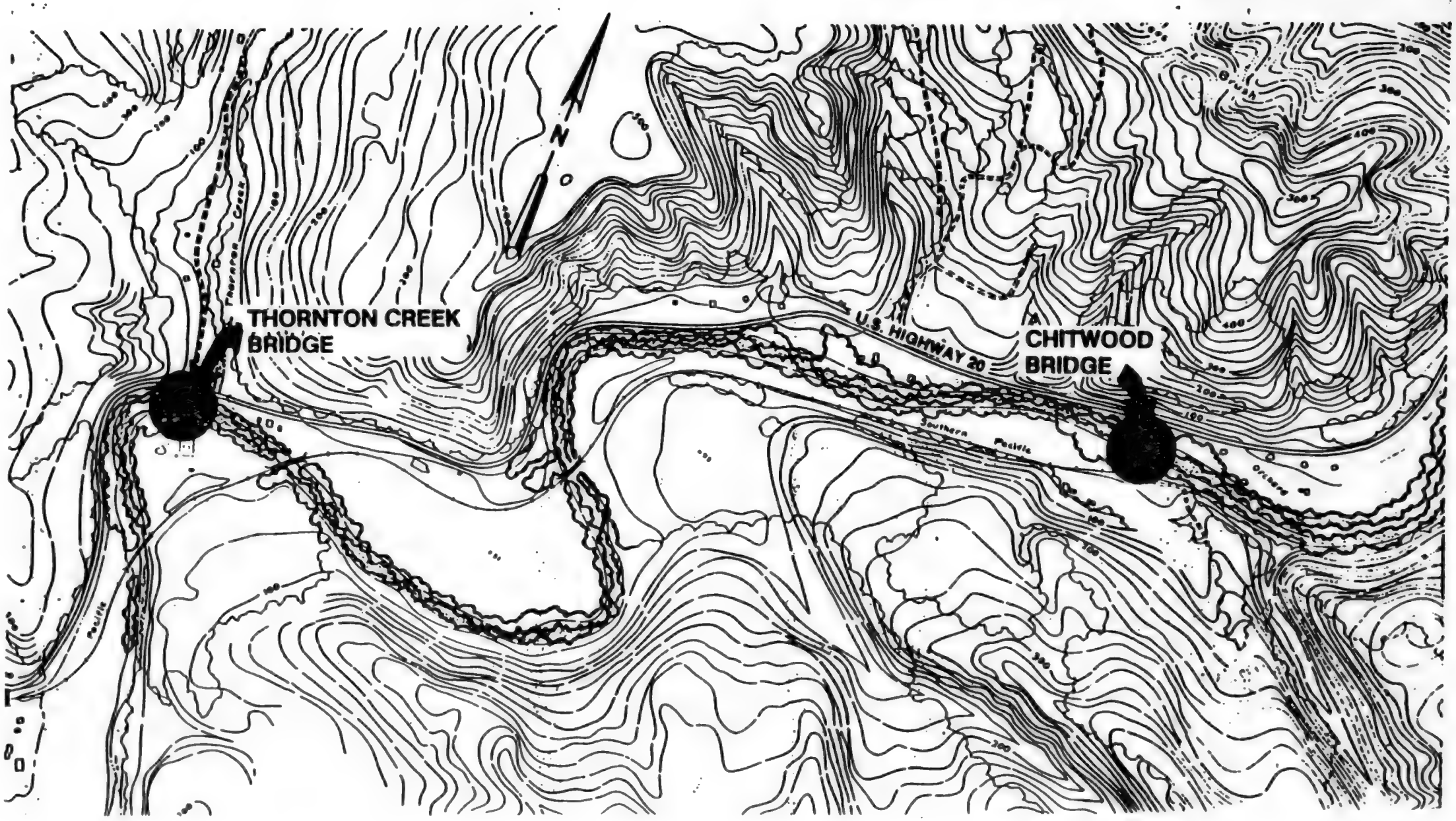
1. Higher total cost than new bridge.

2. Won't have load capacity or service life of new bridge.

COST COMPARISON--Summary of Alternatives

Alternative	Total Initial Cost	Initial Local Share Cost	Present Value Local Share Cost For 20-Yr Period
I. Bypass	$615,000	$615,000	$620,000
II. New Bridge Downstream	$475,000	$175,000	$182,500
III. New Bridge Adjacent	$375,000	$75,000	$82,500
IV. Dismantle Old and Construct New	$375,000	$75,000	$82,500
V. Reconstruct Existing	$375,000	$75,000	$90,000

/COR55/030


THORNTON CREEK
BRIDGE
U.S. HIGHWAY 20
CHITWOOD
BRIDGE
N

Appendix B

CHITWOOD BRIDGE PROJECT

Summary of Public Meeting, OSU Marine Science Center, June 8, 1982, 7:00 p.m.

There were 17 people in attendance, not counting staff. About half were from Chitwood.

They received Highway Division hearing cards and a questionnaire on different options regarding the Chitwood Bridge.

Meeting convened at 7:07. Jim Buisman, Assistant County Engineer, called the meeting to order and made introductions.

Don Forbes, CH2M HILL, gave his presentation to discuss the purpose of the meeting, the process to be followed, and the 5 alternatives.

1. No new bridge--link to existing roads
2. New bridge far away--no visual impact
3. New bridge next to existing bridge
4. New bridge on the same alignment
5. Reconstruct existing bridge

Then Don gave a summary of alternatives and cost comparisons.

There were several comments and questions about costs during the course of this presentation. "Why is the second alternative so far away?" Answer--suitable approach and sight distance. "Why so much for reconstruction?" Answer--Bridge would be dismantled and put back up and a temporary bridge would be required. "Would a new bridge be covered?" Answer--probably not. "Just fence it off." Answer--That does not preserve the bridge in the long run. "Why not rebuild a covered concrete span?" Answer--That's an option but, no longer a historic structure.

Morris Smith commented on when the bridge was built according to the County. Commissioner's Journal No. 8, pg 99, July 10, 1926; pg 124, August 20, 1926; Otis Hamer got the low bid. It was built that year, not earlier or later.

"Has the County spent $90,000 on the bridge in the last 20 years?" Don clarified that was not what the chart showed. The chart has an estimate of the local share for construction ($75,000) and maintenance ($15,000). "Why the

high total cost? A longer bridge in Michigan was only $230,000 last year." Costs vary considerably according to local conditions. The cost estimates were prepared by specialists in ODOT and FHWA.

"Why not a new bridge next to the old one?" Comment on going downstream--"the road will take our homes and gardens!" Another question--"What is wrong with the bridge?" Don gave a brief answer about the deterioration indicated in the inspection report.

Jim Buisman started the comment period (tape was started) and polled the audience.

"Who favors each alternative?" (Could raise hand more than once):

No. 1:	Ø
No. 2:	Ø
No. 3:	7
No. 4:	3
No. 5:	11

Comment--"Those who voted for No. 5 do not live at Chitwood. The old bridge does not allow us to get a load of rock across the river. How much load is needed?" Don explained inventory and operating loading. Discussed bridge loading and transportation needs.

Morris Smith, resident of Chitwood gave a statement. His main point was the the bridge is popular with photographers--a "tourist-getter."

Fred Kildow, representing the Covered Bridge Society of Oregon, spoke in favor of saving the bridge. "We are down to only 4 in Lincoln County, now."

Clay Creech, resident of Newport, favors reconstruction.

Bob Mulberry, resident of Toledo, thinks reconstruction can handle load limit.

More questions--"What about a committee?" Answer--still to be decided. "How long until a new bridge?" Answer--not certain. Depends on option chosen and environmental studies required. "How much money has been spent?" Answer--none to date.

Fred Kildow commented that another alternative in reconstruction is the use of glue-laminated beams.

"Are we still paying for Elk City Bridge?" Joe Steere, County Engineer, explained road department funding. Bridge funds in an area are not taken from taxes, therefore, people aren't directly paying for the Elk City Bridge. Funds for bridge construction in an area aren't used in lieu of road maintenance in the same area.

Cards and questionnaires were collected.

Meeting over by 8:10.

/COR55/023

PUBLIC MEETING
CHITWOOD BRIDGE

NAME: Summary of Written Responses--June 8, 1982

In the event a Citizen's Committee is formed for the project, would you be interested in serving on the committee? (Please check one) 5 Yes* 5 No 4 No Response

I Prefer the following option: (some multiple responses)

[ ] Bypass the existing bridge with a new road.

[1] Construct a new bridge downstream so as to not visually impact the existing bridge.

[5] (4) Construct a new bridge adjacent to the existing bridge.

[1] (1) Dismantle the existing bridge and construct a new bridge on the same alignment.

[11] (6) Reconstruct the existing bridge.

I am a property owner affected by at least one of the five alternatives. 9 Yes 5 No

Affected property owners preferences are in parentheses.

A comment was also received in the mail from:

Mr. & Mrs. King Pepin
4359 Prospect Avenue
Western Springs, Illinois 60558

The Pepin's indicated replacing the existing as 1st choice and reconstruction as 2nd choice.

*The persons interested in serving on a citizens committee--Clayton Creech, Lee Downing, Sharon E. Evans, Angela Lawler, Edward E. Lawler.

Written comments from citizens at the meeting about Chitwood Bridge on June 8, 1982.

"For the people living across the bridge it is very much hardship with the existing 4-ton limit. Even the garbage truck can't cross. No gravel sand or cement or lumber truck can cross to deliver or a moving van or truck. The 7 families who live there I know would like a new bridge built [although reconstruction would be OK] as long as reconstruction has a proper load limit. As the people who live across this bridge need the use of gravel to keep up their roads and driveways and garbage pickup and other such services. Oil trucks, etc."

Harold Stockman

"I believe that the bridge should be saved. I am a resident of Lincoln County less than 40 years of age. I appreciate the few covered bridges still present in my county. We have lost 2 bridges and their associated appeal just in the last year. We need to preserve our historic structures. The bridge is seen by thousands of people each day because it is adjacent to busy Highway 20."

Clayton Creech

"We desperately need a bridge we can brings things across--loads of gravel, etc., garbage truck, moving vans.

But the current bridge should be left--we have tourists stopping every day taking pictures, painting pictures."

Mona Stockman

"Save as much money as possible. Save the old landmark. Many people stop to take pictures of the bridge. I have seen pictures of this bridge in the airports all up and down the coast."

Angela Lawler

"Leave the covered bridge. We already lost the Elk City covered bridge."

Diane Simik

"See News-Times, Newport, Oregon
Wednesday, February 4, 1981 issue.

$375,000 is more than enough to repair the present bridge, which even appears on picture post cards as a historic monument. I hope these funds have not been funneled off in the mean time.

If a new bridge, put it way downstream to save my orchard, etc. Fence off old bridge, if absolutely necessary.

Francis R. Lawler

"I would rather leave the existing bridge alone rather than have the county mess it up like they did to the Elk City covered bridge. My roof was damaged from the Friday the 15th storm and the insurance paid for it. Why wasn't the construction company bonded?"

Sharon Stopyak

"I have an interest in the bridge as a historical landmark. I have spent much time photographing covered bridges all over the state. Covered bridges are tourist attractions and bring revenues to this state. I'll do anything in my power to help preserve this landmark."

Sharon E. Evans

/COR55/027

PRELIMINARY DESIGN REPORT
FOR THE
CHITWOOD COVERED BRIDGE

PREPARED FOR
THE
OREGON STATE HIGHWAY DIVISION

BY
CH2M HILL

AUGUST 18, 1982

Summary of Findings

Based on our investigation of the Chitwood Covered Bridge, we believe that the restoration of the bridge best serves the transportation needs of the community and preserves the historical properties of the bridge. This opinion is supported by both our engineering analysis and our environmental review of the proposed project.

An environmental study of the Chitwood area indicates that transportation needs of the road network served by the bridge will remain essentially static for the next 20-year period. The community will not grow beyond its present limits. Adjacent land along the Yaquina River will remain zoned A-C 40 (agricultural, 40-acre minimum). Steep terrain to the south of the community is zoned T-C (timber conservation). This land is mostly privately owned by timber companies. No substantial timber harvest is expected for some time. When harvested, the timber will be removed along an existing road network that connects with the Thorton Creek Bridge, which is approximately 1-1/2 miles downstream from the community of Chitwood.

The Chitwood Bridge carries a low ADT (less than 50). It routinely carries only light vehicular traffic with an occasional required passage of a Type 3 vehicle (concrete, gravel, or garbage truck).

The bridge is listed on the National Register of Historic Places. It is highly visible from U.S. Highway 20, and there is strong sentiment within Lincoln County to preserve the bridge. Refer to the environmental portion of this document for a more detailed discussion of environmental issues.

From an engineering standpoint, the bridge appears to be a good candidate for restoration. A hydrology/hydraulic study confirmed the bridge's capacity to pass a 100-year flood and a 50-year flood with approximately 2 feet of freeboard. A geotechnical reconnaissance revealed questionable bearing material at the bridge site, but confirmed the excellent condition and performance of the foundation system. Field investigation of the existing bridge using a moisture meter and increment borer confirmed that the main trusses are very sound except for one joint and several splices. A number of other members in the main span as well as all elements of both approach spans must be replaced.

During the course of environmental review, a number of citizens of Chitwood were opposed to restoring the existing bridge unless it were capable of carrying a concrete truck. Our investigation determined that the bridge can be made to

carry a Type 3 vehicle without major modifications. The limiting elements are the floor beams. Because of extensive deterioration, they will be replaced. The load rating of the restored structure depends to a large extent on the depth of the replacement floor beams.

A sufficiency rating of 80 is possible on the Chitwood Bridge, but an economic premium must be paid. By replacing only the floor beams with new beams of similar depth, a minimum amount of dismantling of the existing trusses will be required. The bridge will carry a Type 3 vehicle at the operating level, but the sufficiency rating will be less than 80. To carry a Type 3 vehicle or greater at an inventory level requires floor beams of greater depth which necessitates replacing all of the vertical steel rods in the trusses. Considerably more dismantling of the trusses, as well as additional material cost, is required with this option. Given the existing and projected transportation needs of the community of Chitwood, such higher load rating is probably not warranted. If latitude exists in determining sufficiency rating, we recommend effecting only such changes as are required to allow the bridge to carry Type 3 vehicles at an operating level.

Recommendations

Project Classification

Because construction will be limited to the replacement of deteriorated members of the existing bridge, we have submitted a recommendation on behalf of the county for a Categorical Exclusion (Class II), No. 4(f) determination, and a finding of "no effect" under Section 106.

Geotechnical

We recommend a complete geotechnical investigation. Our reconnaissance indicated questionable bearing material around the bridge piers but the successful performance of the piers attests to the soil's adequacy thus far. The issue of scour, however, must be resolved and a decision must be made whether to place rip rap around the piers. The approach spans must be replaced in their entirety. The existing timber bents are placed on concrete footings at grade and sit on the sandy silts. These foundations are very susceptible to scour and an alternate system should be used.

Reconstruction

The following construction items are necessary to restore the Chitwood Covered Bridge:

1. Replace all elements of the approach spans.

2. Replace the siding and roof on the shed.

3. Replace the end diagonal at the southeast corner of the bridge and the lower chord members between the end diagonal and the splice point.

4. Replace wooden splice plates at three locations.

5. Replace floor beams with treated glu-laminated members.

6. Replace stringers as needed and add jack stringers to better distribute wheel loads across the decking.

7. Replace wooden decking and running planks.

8. Replace wooden pier caps that carry stringers.

9. Replace railing system with heavier wood railing having greater capacity.

10. Install Felloe guards.

The following sections provide support data for the aforementioned findings and recommendations:

/COR55/047

HYDROLOGY

HYDROLOGY/HYDRAULIC REPORT
FOR THE
CHITWOOD COVERED BRIDGE
CHITWOOD, OREGON

FINDINGS AND CONCLUSIONS

The Yaquina River 50-year and 100-year flood elevations at the existing bridge site are 58.8 feet and 60.0 feet (National Geodetic Vertical Datum). The floor beams of the existing bridge project below the soffit of the trusses to a minimum elevation of 60.77 feet. Thus, the existing bridge is capable of passing a 100-year flood and a 50-year flood with approximately 2 feet of freeboard. Observations by Morris Smith, a local resident of Chitwood, supports this analysis. According to Mr. Smith, water flowed under the main span of bridge during the 1964 flood without a problem, but portions of the approach spans were under water.

Calculations indicate a potential scour problem, but the satisfactory performance of the bridge over its 56-year history tend to mitigate the apparent scour risk. Further geotechnical investigation should be performed during final design to confirm foundation conditions and to indicate whether rip rap or foundation anchors are necessary.

HYDROLOGY

Flood flows for the Yaquina River at the Chitwood Bridge were estimated using regional hydrologic analyses developed for the Federal Emergency Management Agency (FEMA) "Flood Insurance Study--Lincoln County" and the historic record from the U.S. Geological Survey (USGS) stream gaging station (No. 14306030) near Chitwood. Measured stream flow data at the gage were analyzed using the log--Pearson Type III method, as outlined by the U.S. Water Resources Council to the determine frequency-discharge relationship. Flood flows at the bridge site (drainage area = 66 square miles) are shown in Table 1.

Table 1
Peak Discharge (Cubic Feet Per Second)
Yaquina River at Chitwood

Recurrence Interval Years	Discharge (CFS)
10	7,450
50	10,200
100	11,200
500	14,000

The flood of record at the site occurred on about December 22, 1964, and had a recurrence interval of approximately 50 years.

HYDRAULICS

Detailed hydraulic studies for certain reaches of the Yaquina River, were carried out to provide estimates of the elevations of floods for the selected recurrence intervals in the FEMA studies. Straight-line interpolations between published flood and channel invert elevations at Elk City (River Mile 22.3), the Chitwood gage (River Mile 29.3), and Eddyville (River Mile 36.3) were used to estimate the channel invert and the elevations of floods at the Chitwood Bridge site (River Mile 30.6). A field survey at the bridge site was made to support the assumptions of constant rate of head loss and channel slope between Elk City and Eddyville. Projected water surface elevations for the various recurrence interval floods are shown in Table 2.

Table 2
Flood Elevations
Yaquina River at Chitwood

Recurrence Interval Years	Elevation[1] (Feet)
10	55.5
50	58.8
100	60.0
500	63.0

[1]Referenced to National Geodetic Vertical Datum, 1929.

SCOUR

Using the results of the hydrologic and hydraulic analyses for the site and the empirical equations published by the Federal Highway Administration (Highways in the River Environment--Hydraulic and Environmental Design Considerations, May 1975), the depth of scour for square-nosed piers was estimated for the various flood events. The depth of scour is given by the equation:

$$y_s = 2.2 y_1 \left(\frac{a}{y_1}\right)^{0.65} (F_1)^{0.63}$$

where:
- y_s = equilibrium scour depth, feet
- y_1 = flow depth, feet
- a = width of concrete piers, feet
- F_1 = Froude number of the approaching flow

The equilibrium scour depth for the various floods is shown in Table 3 and ranges between 6.75 feet and 7.45 feet. The maximum scour depth is found by increasing equilibrium scour depths by 30 percent, as suggested by the reference. This

empirical analysis indicates a maximum scour elevation during the 500-year flood of about 37.3 feet (National Geodetic Vertical Datum). The exact elevation of the existing piers is unknown, but record drawings indicate the bottom of pier elevation to be 40.3 feet.

It should be recognized that any skewness of flow onto the concrete piers as a result of channel morphology, vegetation on the banks or secondary flow patterns could drastically increase the maximum scour depth at the piers. For instance, a 15-degree angle of skew in the flow direction could increase the scour depth by 50 percent.

Because the bridge structure has performed adequately for over 50 years and through a number of extreme flood events, it would appear reasonable to assume the concrete piers are founded at a depth greater than the maximum scour depth (at least for floods experienced during the structure's life). As part of a detailed engineering analysis, the pier foundations and the channel's geologic structure should be further investigated to confirm these preliminary findings.

Table 3
SCOUR CALCULATIONS
YAQUINA RIVER AT CHITWOOD BRIDGE

Return Frequency (Years)	Discharge (Cubic feet per Second)	Flow Depth (Feet) Y_1 [1]	Froude Number F_1	Equilibrium Scour Depth (Feet)	Maximum Scour Depth (Feet)	Elevation of Maximum Scour [2]
10	7,450	8.5	0.21	6.77	8.80	38.20
50	10,200	11.8	0.18	7.11	9.24	37.8
100	11,200	13.0	0.17	7.17	9.32	37.7
500	14,000	16.0	0.15	7.44	9.67	37.3

[1] Depth above present pier bottom at 47.0 feet (NAVD).
[2] Referenced to National Geodetic Vertical Datum.

/COR55/045

REFERENCES

1. Federal Emergency Management Agency, "Flood Insurance Study, Lincoln County, Oregon. Unincorporated Areas--Community No. 410129," CH2M HILL, INC., March 1980.

2. U.S. Geological Survey, "Water Resources Data for Oregon, Part 1, Surface Water Records,"published annually.

3. U.S. Water Resources Council, Bulletin 17A, "Guidelines for Determining Flood Flow Frequency," Revised June 1977.

4. U.S. Army Engineer District, Portland, "Post flood Report--December 1964, January 1965 Flood," July 1966.

5. U.S. Department of Transportation, "Highways in the River Environment--Hydraulic and Environmental Design Considerations," Federal Highway Administration, May 1975.

/COR55/045

GEOTECH

MEMORANDUM

CH2M HILL

TO: Don Forbes

FROM: Jerry Tracy

DATE: August 12, 1982

SUBJECT: Chitwood Bridge Foundations

PROJECT: C15956.AO

This memorandum summarizes the information gathered from site visits on July 27 and 28, 1982, to the Chitwood Bridge adjacent to Highway 20 in Lincoln County. The purpose of the site visits was to observe the bridge piers and abutments, hand auger a few holes to determine subsurface conditions, and develop an opinion of the condition of the foundations and suitability for continued performance.

Background Information

The present bridge was erected in 1926 and apparently is the third structure to be built at the site. This is the first structure to use concrete bridge piers. The old construction drawings show the reinforcing steel details and plan dimensions for the bridge piers but do not indicate the height or bottom elevation of the piers, or the type of material upon which the piers are founded. If the assumption is made that the old construction plans were drawn to scale, then the piers measure about 20 feet in height. Measurements taken on July 27 indicate that about 13.5 to 14 feet of the pier height is presently exposed.

Site Conditions

The bridge piers appear to be in excellent condition. No visible signs of distress or detrimental settlement were noted. Heavy brush and tree cover surround the north pier and abutment. The area around the south pier has been cleared of brush and trees. It appears that farm animals have been grazing on the grass and shrubs on the south side. Neither abutment showed signs of slope instability or scour around the bridge piers. The water surface was at elevation 41.5±, about 5 feet below the exposed portion of the piers.

The river bottom consisted of sandy gravel with cobbles. Shovel holes were difficult to dig because of the gravel and cobbles. No bedrock was exposed in the river bottom.

Four hand auger holes were dug, three at the south pier and one at the north pier. The locations and logs of the auger holes are shown on Figure 1. The generalized soil profile at the south pier consisted of 2-1/2 to 4 feet of loose, brown silty sand overlying at least 1 to 4-1/2 feet of dark gray silty sand with organics and wood fragments. Hole A-1 was terminated at a depth of 5-1/2 feet after encountering a sandy gravel layer (possibly a gravel base material upon which the concrete pier was poured). Holes A-2 and A-3 were terminated at depths of 6-1/2 feet and 7 feet, respectively, after hitting wood (possibly tree roots or old piling). The hand auger could not be penetrated further in any of the holes at the south pier.

The auger hole at the north pier encountered 4-1/2 feet of brown silty sand overlying at least 5 feet of dark gray silty sand with organics. At a depth of 9-1/2 feet, miscellaneous debris consisting of wood chunks and metal fragments was found. The auger could not penetrate through the debris.

In all holes, the water table was found at a depth corresponding to the river level. Water flowed into the auger hole easily, but no significant caving of the holes was noted.

Soil exposed in the river banks adjacent to the bridge consisted of silty sand and sandy silt (alluvial deposits). The road cut immediately across Highway 20 from the bridge also appeared to be silty sand. Bedrock is exposed along the highway a few hundred feet downstream from the bridge and is comprised of alternating beds of sandstone and siltstone (Tyee Formation). No surficial evidence of bedrock is present at the bridge site.

Opinions and Recommendations

Based on the visual inspection and the information from the hand auger holes, it is my opinion that:

- The bridge foundation piers are presently in good condition and appear to have functioned well in the past.

- Considerable loose soil has been deposited around the piers over the years.

- All of the material encountered in the auger holes is erodible.

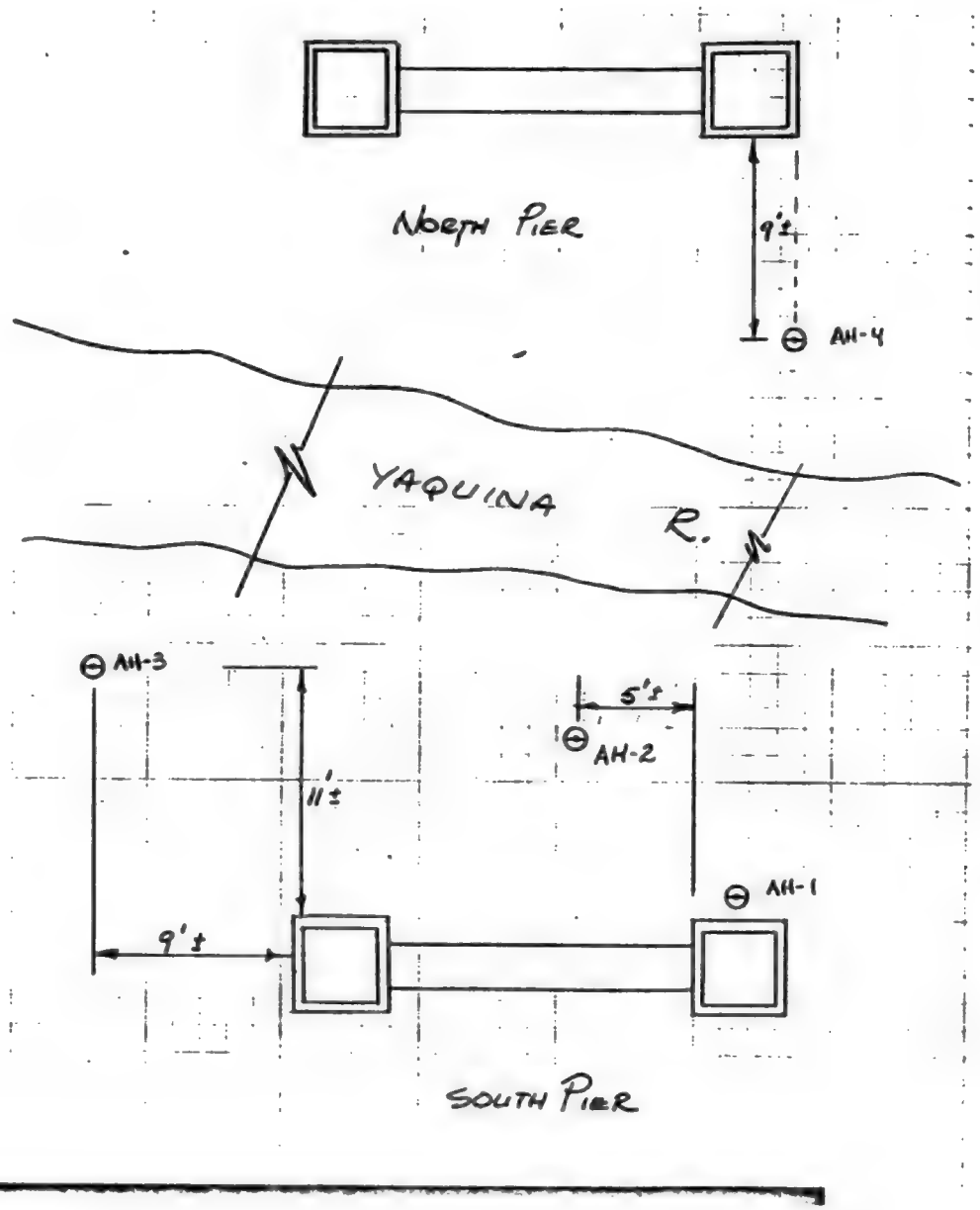
- The elevation of the bottom of the bridge piers is unknown. It is possible the bridge piers are founded on unconsolidated alluvial deposits which may erode under heavy flow conditions.

Additional work is needed to define the elevation of the base of the bridge piers and the type and composition of material upon which the piers are founded. If the additional work indicates that the piers are supported on sandstone or siltstone bedrock, then it is likely that the piers will continue to provide adequate support as they have in the past. If the piers are founded on loose, unconsolidated material similar to that found in the auger holes, then it may be necessary to underpin the piers or provide erosion protection (such as riprap) to minimize the potential for flood induced damage. However, some consideration must be given to the fact that the existing bridge piers have performed satisfactorily for 56 years. This period includes the severe 1964 floods.

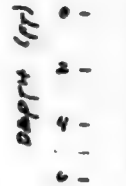
jd/COC7/066

SUBJECT CHITWOOD BRIDGE BY J. TRACY DATE

HAND AUGER HOLES SHEET NO. ___ OF ___ PROJECT NO. C15956.A0



AH-1

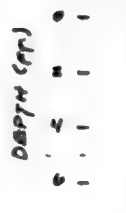


LOOSE, BROWN SILTY SAND

LOOSE, DARK GRAY SILTY SAND WITH ORGANICS

SANDY GRAVEL WITH SOME WIRE FRAGMENTS (UNABLE AUGER FURTHER)

AH-2

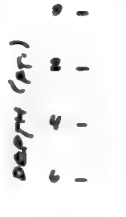


LOOSE, BROWN SILTY SAND

LOOSE, DARK GRAY SILTY SAND - SANDY SILT WITH ORGANICS

WOOD FRAGMENTS (UNABLE TO AUGER FURTHER)

AH-3

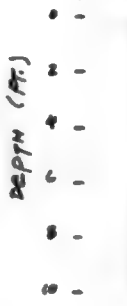


LOOSE, BROWN SILTY SAND

LOOSE, DARK GRAY SANDY SILT - SILTY SAND W/ORGANICS

WOOD FRAGMENTS (UNABLE TO AUGER FURTHER)

AH-4



LOOSE, BROWN SILTY SAND

LOOSE, DARK GRAY SILTY SAND WITH ORGANICS

METAL FRAGMENTS (UNABLE TO AUGER FURTHER)

STRUCTURAL
CALCULATIONS

SUBJECT CHANDLER DESIGN DATE

SHEET NO. OF

PROJECT NO. 15251.A0

TRUSS LOADING

SHED - ASSUME 1X SIDING + FRAMING

1X = 2.3 PSF

MISC = 2.0

4.3 PSF SAY PSF

UNIT/PANEL = 20'(12')(4.3 PSF) = 1.20 K

ROOF - SHAKES = 3.0 PSF

2X6 @16" = 1.7 PSF

MISC = 1.3

6 PSF

WT/PANEL = 6 PSF x 14' x 12' = 1.01 K

TRUSS

6 - 4X12 STRINGERS = 6(10.4#) x 12' = 750 lb

3X12 DECKING = 4.9 PSF x 3' x 12' = 440

FLOOR BM = $\frac{12"(14")}{144}$(40 PCF)(13') = 607

3 RUNNING PLANK (3X12) = 3(4.8#)(12') = 173

DIAG = $\frac{10"x10"}{144}$ x 19.5' x 40 PCF = 542

TOP CHORD = $\frac{(2(6)+7)14}{144}$(12')(40 PCF) = 937

BOTT CHORD $\frac{(2(6)+7)(18)}{144}$ x 12' (40 PCF) = 1140

2 - 1 3/8" ϕ RODS = 5.05#(2)(20.5') = 207

RAILING & FENCE GUARD =

(3(3.4#) + 5#)(12') = 132

SUBJECT CHANNEL — DATE
SHEET NO. — OF
PROJECT NO. C1595.20

TRUSS - CONT

MISC FRAMING = 2PSF (8')(12') = 192

5.14 K / PANEL

TOTAL DL / PANEL = 7.35 K
(MISC FRAMING ACCOUNTS FOR .99 K (12%))

FROM 1978 MAINT INSPECT MANUAL - AASHTO

WHEEL LINE / TRUSS = $(1 + \frac{W-9}{C})$

$= (1 + \frac{14-9}{18}) = 1.39$

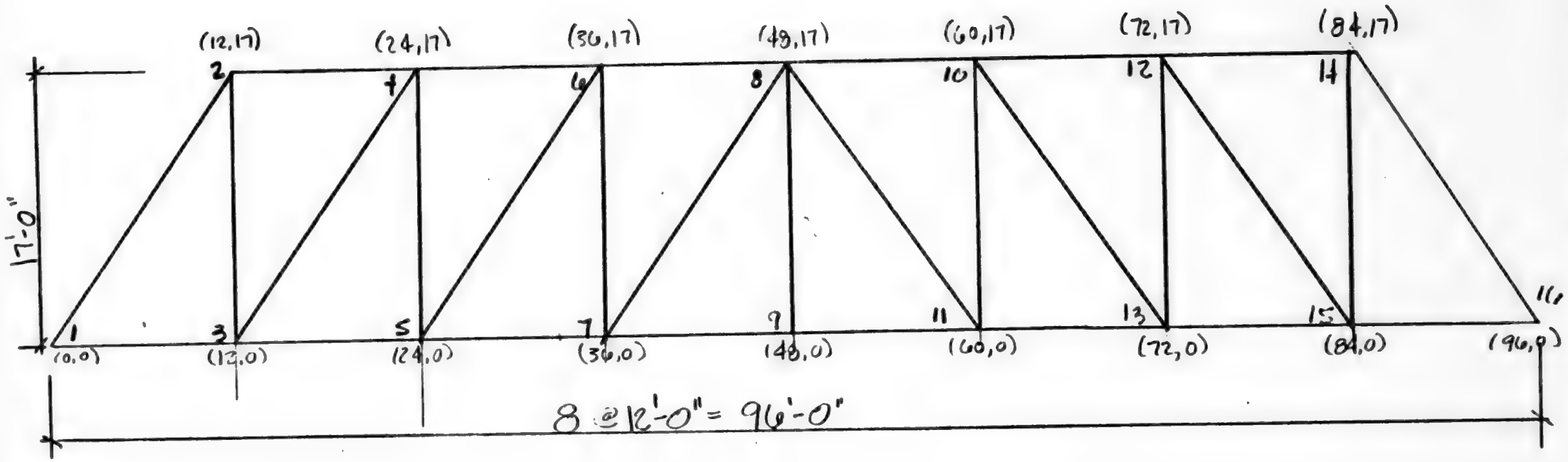
W/ TYPE 3 TRUCK JT LOADS =

JT 7 = 8K x 1.39 = 11.12K
" 9 = 9.92K x " = 13.79K
" 11 = 7.09K x " = 9.84K

USE 10% IMPACT AS PER CONVERSATION W/ WALT HART

BECAUSE OF LOW FREQUENCY OF TRUCK PASSAGE, A 75 PSF SNOW LOAD ON ROOF WAS NOT CONSIDERED COINCIDENT WITH TRUCK LOADING

SHED DL = 1.20 K/PANEL POINT
FLOOR DL = 1.00 K/ " "
TRUSS DL = 5.14 K/ " "
7.34 K/PANEL POINT



MEMBER	A	I_z	E
1-8	2.266		24490
9-14	1.814		"
15-16	1.267		"
17-18	1.354		"
19-20	1.083		"
21-22	0.794		"
23-24	0.00979		4176.000
25-29	0.00613		"

CHITTOOR

PE EXAM.

3

C1592.10

```
 TUFTS UNIVERSITY VERSION OF STRESS-10                    12-Aug-82  14:37
 ================================================================================

 INPUT FROM DSKB:CHITW.OOD
0INPUT LISTING OF STRESS PROBLEM
 ================================================================================

 STRUCTURE CHITWOOD COVERED BRIDGE (TYPE 3)
 TYPE PLANE TRUSS
 NUMBER OF JOINTS 16
 NUMBER OF MEMBERS 29
 NUMBER OF SUPPORTS 2
 NUMBER OF LOADS 3
 JOINT COORDINATES
 1 0. 0. S
 2 12. 17.
 3 12. 0.
 4 24. 17.
 5 24. 0.
 6 36. 17.
 7 36. 0.
 8 48. 17.
 9 48. 0.
 10 60. 17.
 11 60. 0.
 12 72. 17.
 13 72. 0.
 14 84. 17.
 15 84. 0.
 16 96. 0. S
 JOINT RELEASES
 1 FORCE X
 MEMBER INCIDENCES
 1 1 3
 2 3 5
 3 5 7
 4 7 9
 5 9 11
 6 11 13
 7 13 15
 8 15 16
 9 2 4
 10 4 6
 11 6 8
 12 8 10
 13 10 12
 14 12 14
 15 1 2
 16 14 16
 17 3 4
 18 12 15
 19 5 6
 20 10 13
 21 7 8
 22 8 11
 23 2 3
 24 14 15
 25 4 5
 26 6 7
 27 8 9
```

```
28 10 11
29 12 13
MEMBER PROPERTIES PRISMATIC AX 2.266
1 THRU 8
MEMBER PROPERTIES PRISMATIC AX 1.814
9 THRU 14
MEMBER PROPERTIES PRISMATIC AX 1.267
15 THRU 16
MEMBER PROPERTIES PRISMATIC AX 1.354
17 THRU 18
MEMBER PROPERTIES PRISMATIC AX 1.083
19 THRU 20
MEMBER PROPERTIES PRISMATIC AX 0.794
21 THRU 22
MEMBER PROPERTIES PRISMATIC AX 0.01958
23 THRU 24
MEMBER PROPERTIES PRISMATIC AX 0.01346
25 THRU 29
TABULATE ALL
CONSTANTS E 244800. ALL BUT 4176000. 23,24,25,26,27,28,29
LOADING 1 DEAD LOAD
JOINT LOADS
3 FORCE Y -7.35
5 FORCE Y -7.35
7 FORCE Y -7.35
9 FORCE Y -7.35
11 FORCE Y -7.35
13 FORCE Y -7.35
15 FORCE Y -7.35
LOADING 2 LIVE LOAD
JOINT LOADS
7 FORCE Y -11.1
9 FORCE Y -13.8
11 FORCE Y -9.8
LOADING 3 COMBINED DEAD + LIVE
COMBINE 1 1. 2 1.1
SOLVE
1
```

STRUCTURE CHITWOOD COVERED BRIDGE (TYPE 3)

LOADING 1 DEAD LOAD

MEMBER FORCES

MEMBER	JOINT	AXIAL FORCE
1	1	-18.159
1	3	18.159
2	3	-31.129

2	5	31.129
3	5	-38.912
3	7	38.912
4	7	-41.506
4	9	41.506
5	9	-41.506
5	11	41.506
6	11	-38.912
6	13	38.912
7	13	-31.129
7	15	31.129
8	15	-18.159
8	16	18.159
9	2	18.159
9	4	-18.159
10	4	31.129
10	6	-31.129
11	6	38.912
11	8	-38.912
12	8	38.912
12	10	-38.912
13	10	31.129
13	12	-31.129
14	12	18.159
14	14	-18.159
15	1	31.488
15	2	-31.488
16	14	31.488
16	16	-31.488
17	3	22.492
17	4	-22.492
18	12	22.492
18	15	-22.492
19	5	13.495
19	6	-13.495
20	10	13.495
20	13	-13.495
21	7	4.498
21	8	-4.498
22	8	4.499
22	11	-4.498
23	2	-25.725
23	3	25.725
24	14	-25.725
24	15	25.725
25	4	-18.375
25	5	18.375
26	6	-11.025
26	7	11.025
27	8	-7.350
27	9	7.350
28	10	-11.025
28	11	11.025
29	12	-18.375
29	13	18.375

APPLIED JOINT LOADS, FREE JOINTS

JOINT	FORCE X	FORCE Y
2	-0.000	-0.000
3	-0.000	-7.350
4	0.000	0.000
5	0.000	-7.350
6	-0.000	-0.000
7	-0.000	-7.350
8	-0.000	-0.000
9	-0.000	-7.350
10	-0.000	-0.000
11	-0.000	-7.350
12	-0.000	-0.000
13	-0.000	-7.350
14	0.000	-0.000
15	-0.000	-7.350

REACTIONS,APPLIED LOADS SUPPORT JOINTS

JOINT	FORCE X	FORCE Y
1	0.000	25.725
16	0.000	25.725

FREE JOINT DISPLACEMENTS

JOINT	X-DISPLACEMENT	Y-DISPLACEMENT
2	-0.0004	-0.0062
3	-0.0052	-0.0116
4	-0.0009	-0.0164
5	-0.0045	-0.0219
6	-0.0018	-0.0252
7	-0.0037	-0.0285
8	-0.0028	-0.0297
9	-0.0028	-0.0320
10	-0.0039	-0.0252
11	-0.0019	-0.0285
12	-0.0047	-0.0164
13	-0.0011	-0.0219
14	-0.0052	-0.0062
15	-0.0004	-0.0116

SUPPORT JOINT DISPLACEMENTS

JOINT	X-DISPLACEMENT	Y-DISPLACEMENT
1	-0.0056	0.0000
16	0.0000	0.0000

1

STRUCTURE CHITWOOD COVERED BRIDGE (TYPE 3)

LOADING 2 LIVE LOAD

MEMBER FORCES

MEMBER	JOINT	AXIAL FORCE
1	1	-12.362
1	3	12.362
2	3	-24.724
2	5	24.724
3	5	-37.085
3	7	37.085
4	7	-41.612
4	9	41.612
5	9	-41.612
5	11	41.612
6	11	-36.397
6	13	36.397
7	13	-24.265
7	15	24.265
8	15	-12.132
8	16	12.132
9	2	12.362
9	4	-12.362
10	4	24.724
10	6	-24.724
11	6	37.085
11	8	-37.085
12	8	36.397
12	10	-36.397
13	10	24.265
13	12	-24.265
14	12	12.132
14	14	-12.132
15	1	21.436
15	2	-21.436
16	14	21.038
16	16	-21.038
17	3	21.436
17	4	-21.436
18	12	21.038
18	15	-21.038
19	5	21.436
19	6	-21.436
20	10	21.038
20	13	-21.038
21	7	7.849
21	8	-7.849
22	8	9.043
22	11	-9.043
23	2	-17.512

23	3	17.512
24	14	-17.187
24	15	17.187
25	4	-17.512
25	5	17.512
26	6	-17.512
26	7	17.512
27	8	-13.800
27	9	13.800
28	10	-17.187
28	11	17.187
29	12	-17.187
29	13	17.187

APPLIED JOINT LOADS, FREE JOINTS

JOINT	FORCE X	FORCE Y
2	0.000	0.000
3	-0.000	0.000
4	0.000	0.000
5	-0.000	-0.000
6	0.000	0.000
7	-0.000	-11.100
8	-0.000	0.000
9	-0.000	-13.900
10	-0.000	0.000
11	-0.000	-9.800
12	-0.000	-0.000
13	-0.000	0.000
14	-0.000	0.000
15	0.000	0.000

REACTIONS, APPLIED LOADS SUPPORT JOINTS

JOINT	FORCE X	FORCE Y
1	0.000	17.512
16	0.000	17.187

FREE JOINT DISPLACEMENTS

JOINT	X-DISPLACEMENT	Y-DISPLACEMENT
2	-0.0005	-0.0049
3	-0.0047	-0.0085
4	-0.0009	-0.0129
5	-0.0042	-0.0182
6	-0.0015	-0.0221
7	-0.0034	-0.0274
8	-0.0025	-0.0291
9	-0.0025	-0.0332
10	-0.0035	-0.0220
11	-0.0016	-0.0272

12	-0.0042	-0.0129
13	-0.0008	-0.0181
14	-0.0045	-0.0049
15	-0.0003	-0.0085

SUPPORT JOINT DISPLACEMENTS

JOINT	X-DISPLACEMENT	Y-DISPLACEMENT
1	-0.0050	0.0000
16	0.0000	0.0000

1

STRUCTURE CHITWOOD COVERED BRIDGE (TYPE 3)

LOADING 3 COMBINED DEAD + LIVE

MEMBER FORCES

MEMBER	JOINT	AXIAL FORCE
1	1	-31.757
1	3	31.757
2	3	-58.325
2	5	58.325
3	5	-79.706
3	7	79.706
4	7	-87.279
4	9	87.279
5	9	-87.279
5	11	87.279
6	11	-78.949
6	13	78.949
7	13	-57.821
7	15	57.821
8	15	-31.504
8	16	31.504
9	2	31.757
9	4	-31.757
10	4	58.325
10	6	-58.325
11	6	79.706
11	8	-79.706
12	8	78.949
12	10	-78.949
13	10	57.821
13	12	-57.821
14	12	31.504

14	14	31.504
15	1	55.068
15	2	-55.068
16	14	54.630
16	16	-54.630
17	3	46.071
17	4	-46.071
18	12	45.634
18	15	-45.634
19	5	37.075
19	6	-37.075
20	10	36.637
20	13	-36.637
21	7	13.132
21	8	-13.132
22	8	14.445
22	11	-14.445
23	2	-44.989
23	3	44.989
24	14	-44.631
24	15	44.631
25	4	-37.639
25	5	37.639
26	6	-30.289
26	7	30.289
27	8	-22.530
27	9	22.530
28	10	-29.931
28	11	29.931
29	12	-37.281
29	13	37.281

APPLIED JOINT LOADS, FREE JOINTS

JOINT	FORCE X	FORCE Y
2	-0.000	0.000
3	-0.000	-7.350
4	0.000	0.000
5	-0.000	-7.350
6	-0.000	0.000
7	-0.000	-19.560
8	-0.000	-0.000
9	-0.000	-22.530
10	-0.000	0.000
11	-0.000	-18.130
12	-0.000	-0.000
13	-0.000	-7.350
14	-0.000	0.000
15	-0.000	-7.350

REACTIONS, APPLIED LOADS SUPPORT JOINTS

JOINT	FORCE X	FORCE Y
1	0.000	44.989

16	0.000	44.631

FREE JOINT DISPLACEMENTS

JOINT	X-DISPLACEMENT	Y-DISPLACEMENT
2	-0.0010	-0.0116
3	-0.0104	-0.0210
4	-0.0019	-0.0306
5	-0.0091	-0.0419
6	-0.0034	-0.0495
7	-0.0074	-0.0587
8	-0.0056	-0.0617
9	-0.0055	-0.0685
10	-0.0077	-0.0494
11	-0.0036	-0.0584
12	-0.0093	-0.0305
13	-0.0019	-0.0418
14	-0.0101	-0.0116
15	-0.0007	-0.0209

SUPPORT JOINT DISPLACEMENTS

JOINT	X-DISPLACEMENT	Y-DISPLACEMENT
1	-0.0111	0.0000
16	0.0000	0.0000

PROBLEM SOLUTION COMPLETED.
CPU TIME: 2.53 ELAPSED TIME: 0:24.35
DISK BLOCKS USED: 85

SUBJECT CHT-1993C — DESIGN DATE ___
SHEET NO. 4 OF ___
PROJECT NO. C1596.A0

TRUSS MEMBERS - CHORDS & DIAGONALS

ASSUME DOUG-FIR, DENSE NO 1 POSTS & TIMBERS

F_t = 950 psi E = 1,700,000 psi

$F_{c\perp}$ = 1200 psi $K = .671\sqrt{E/F_c} = 25.3$

$F_{c\perp}$ = 455 psi

CONSIDER AS SIMPLE COLUMNS..

MEMBER	AREA	c,t	ℓ/d	F_t, F'_c	CAPACITY	C,T
1-8	325 in²	t	24	1200 psi	390ᵏ *	87.3ᵏ
9-14	261 in²	c	24	876 psi	229ᵏ	79.7ᵏ
15-16	181 in²	c	24.8	831 psi	150ᵏ	55.1ᵏ
17-18	195 in²	c	24.2	845 psi	164ᵏ	46.1ᵏ
19-20	150 in²	c	29.5	586 psi	91.4ᵏ	37.1ᵏ
21-22	114 in²	c	32.0	493 psi	56.7ᵏ	14.4ᵏ

where $F'_c = F_c\left[1 - 1/3\left(\frac{\ell/d}{K}\right)^4\right]$ FOR $\ell/d < K$

$F'_c = \frac{.30E}{\ell/d^2}$ FOR $\ell/d > K$

$\ell_{DIAG} = 19.7'$

* NOTE THAT A_{NET} OF TOP CHORD IS LESS THAN A BECAUSE OF BOLT HOLES, BUT CAPACITY IS SO MUCH GREATER THAN LOADING. FURTHER REFINEMENT IS NOT WARRANTED

WOODEN TRUSS MEMBERS OK FOR TYPE 3 @ INVENTORY

SUBJECT CHT-2006 DESIGNED DATE
SHEET NO. 5 OF
PROJECT NO. 015956.A0

MAXIMUM SHEAR @ PANEL POINT

FROM 1978 MANUAL FOR MAINT. INSPECTION, AASHTO

$$V = \frac{25(X-7.44)}{L} = \frac{25(X-7.44)}{96}$$

$$= .260X - 1.938$$

w/ 10% IMPACT & 1.39 wheel line/TRUSS

$$V_{LL} = .346X - 2.96$$

REFER TO TRUSS ELEVATION & NODE NUMBERS.

NODE	X	V_{LL}	V_{DL}	V_{TL}
3	84	26.1 K	25.7K	51.8K
5	72	21.9	18.4	40.3
7	60	17.8	11.0	28.3
9	48	13.6	7.4	21.0

STRESSES IN VERTICAL STEEL BARS (@ 16 KSI INVENTORY, @ 22.5 KSI OPERATING)

MEMBER	D/A	A (TENSILE STRESS)	$F_{t\ INV.}$	$F_{t\ OPER.}$
23	2-1 1/2" Φ	2.82 in²	45.1 K	63.5K
25	2-1 3/8" Φ	2.32	37.1 K	52.2
26	2-1 1/4" Φ	1.94	31.0 K	43.7
27	2-1 1/8" Φ	1.53	24.4 K	34.4

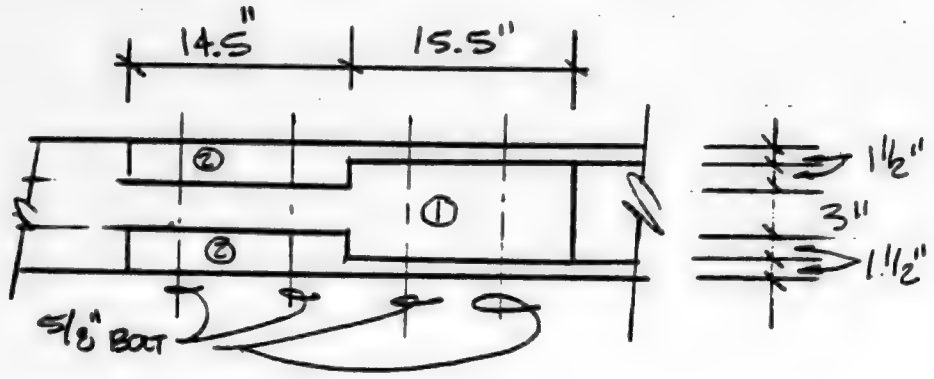
SEVERAL MEMBERS ARE INADEQUATE FOR TYPE 3 LOADING @ INVENTORY RATING BUT ALL ARE OK @ OPERATING RATING.

SUBJECT CHIP WOOD — DEFECTS — DATE

SHEET NO. 6 OF

PROJECT NO. C1596.A0

CHECK CHORD SPLICE CAPACITY @ TYPE 3 LOADING.



MEMBER CAPACITY:

① $A_{net} = 3"(17\,1/8") - 2(3/4")(3")$

$= 46.9\,in^2$

CAPACITY = $F_t \cdot A = 1200psi\,(46.9\,in^2) = 56.3^k$

② SHEAR: $14.5"(17.125")(2)(85psi) = 42.2^k$

BEARING: $1\,1/2"(17.125")(2)(1200psi) = 61.7^k$

TENSION: SAME AS MEMBER ①

$T_{max} \cong \frac{87.3^k}{3} = 29.1^k < 42.2^k$

SPLICES OK @ TYPE 3 LOADING

SUBJECT _____ DETAILS DATE ___
SHEET NO. ___ OF ___
PROJECT NO. 159E2.A0

FLOOR BMS - @ TYPE 3 LOADING.

FROM MAINT INSPECTION MANUAL:

LIVE LOAD REACTION TO FLOOR BM FROM STRINGER

SPAN 12'-0" = 14.2^K

ONE LANE LOADING - $M = \frac{(L-3)^2}{2L} R = \frac{(18.4'-3)^2(14.2^K)}{2(18.4)} = 91.5^{K-1}$

USING 10% IMPACT (FROM CONVERSATION IN FIELD W/ WALT HART)

$V = 15.6^K$

$M_L = 100.7^K$; $M_{DL} = 104 \text{ lb/ft} \frac{(18.4')^2}{8} = 4.4^{K-1}$

$M_{DESIGN} = 105.1^{K-1}$

EXISTING FLOOR BM IS 12"x14"

$S = \frac{12(14)^2}{6} = 392 \text{ in}^3$

$f_b = \frac{105.1(12)}{392} = 3.22 \text{ ksi}$

$f_v = \frac{1.5(15.6)}{12(14)} = 139 \text{ psi}$

EVEN W/ DENSE SELECT STRUCTURAL @ OPERATING,

$F_b = 1.33(1.9) = 2.53 \text{ ksi}$

$F_v = 1.33(85) = 113 \text{ psi}$

} EXISTING 10"x14" NG.

TRY GLU LAM 24F-V3 10 3/4 x 15

$A = 161.3$

$S = 403.1$

$C_m = .72$

$C_S = \sqrt{\frac{l_e d}{b^2}} = \sqrt{\frac{1.92(36)(15)}{(10.75)^2}}$

$= 3.0 < 10$ ∴ NO REDUCTION.

SUBJECT CHILLOOD — DESIGN DATE
SHEET NO. 5 OF
PROJECT NO. 015J.A0

$$M_r = .98\left(\frac{1.33(2.4)}{12}\right)(403.1) = 105^{k-1} = 105^{k-1} \text{ OK}$$

$$V_r = (.165)\left(\frac{1.33}{1.5}\right)(161.3) = 23.6^{k} > 15.6^{k} \text{ OK}$$

A 10 3/4 x 15 GLU-LAM OK @ OPERATING FOR TYPE 3, DAP BM 1" FOR EXISTING RDCS

* IF HIGHER LOAD RATING IS SOUGHT, A 10 3/4 x 19" IS REQD & LONGER RODS ARE NEEDED

SUBJECT CHETWOOD — DEPOT DATE ___
SHEET NO. 9 OF ___
PROJECT NO. 12512.A0

STRINGERS @ TYPE 3 LOADING

W/ RUNNING PLANKS, THERE ARE 2 STRINGER PER WHEEL LINE THAT ARE POSITIONED DIRECTLY UNDER RUNNING PLANKS. CHECK THEIR CAPACITY FOR TYPE 3 & ADD OTHER STRINGERS TO BETTER DISTRIBUTE LOADING FROM DECKING IF NECESSARY

DL

RUNNING PLANK DECKING. $3(4.9^{\#/l})$ / $5'(4.8\ PSF)$ = $14.4\ \#/l$ + 24.0 = $38.4\ \#/l$

DL / 3 3/4" x 10" STRINGER = $\frac{38.4^{\#/l}}{2} + 15^{\#/l} = 34^{\#/l}$

$l = 12'-0"$

M_{LL} / STRINGER (w/ IMPACT) $= 1.1\left(\frac{35.4}{2}^{K-l}\right) = 19.5^{K-l}$ (1978 AASHTO MAINT INSP.)

$M_{DL} = wl^2/8 = .6^{K-l}$

$M_{TL} = 20.1^{K-l}$ $\quad S = bd^2/6 = 3.75(12)^2/6 = 160\ in^3$

$f_b = M/S = \frac{20.1(12)}{160} = 1500\ psi.$

DENSE NO. 1 DOUG-FIR GOOD FOR 1550 psi
OK FOR TYPE 3 @ INVENTORY

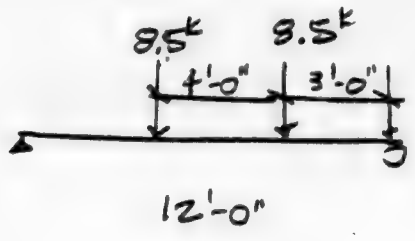
SUBJECT CH11 M220 — DE FREES — DATE

SHEET NO. 10 OF

PROJECT NO. C1S351.A0

CHECK SHEAR.

USE 5' FROM END RATHER THAN 3d OF BEAM FOR MAX EXTERNAL SHEAR.



1 WHEEL LINE

$R_{LL} = 9.92^k$

$R_{LL\ STRINGER\ W/IMPACT} = \frac{1.1(9.92)^k}{2} = 5.45^k$

$R'_{DL} = wl/2 = .20^k$

$V_{TL\ CRIT} = 5.45^k + (.20^k - .034^{k/l}(3)) = 5.55^k$

$v = \frac{3V}{2bd} = \frac{1.5(5.55)}{(3.75)(16)} = 139\ psi > 95\ psi$

NG @ INVENTORY

IF OPERATING $F_v = 1.33(85\ psi) = 113\ psi$ NG

EXISTING STRINGERS ARE NO GOOD FOR TYPE 3 LOADING. ADD STRINGERS TO DISTRIBUTE WHEEL LOADS.

PRELIMINARY DESIGN REPORT
FOR THE
CHITWOOD COVERED BRIDGE

PREPARED FOR
THE
OREGON STATE HIGHWAY DIVISION

BY
CH2M HILL

AUGUST 18, 1982

Summary of Findings

Based on our investigation of the Chitwood Covered Bridge, we believe that the restoration of the bridge best serves the transportation needs of the community and preserves the historical properties of the bridge. This opinion is supported by both our engineering analysis and our environmental review of the proposed project.

An environmental study of the Chitwood area indicates that transportation needs of the road network served by the bridge will remain essentially static for the next 20-year period. The community will not grow beyond its present limits. Adjacent land along the Yaquina River will remain zoned A-C 40 (agricultural, 40-acre minimum). Steep terrain to the south of the community is zoned T-C (timber conservation). This land is mostly privately owned by timber companies. No substantial timber harvest is expected for some time. When harvested, the timber will be removed along an existing road network that connects with the Thorton Creek Bridge, which is approximately 1-1/2 miles downstream from the community of Chitwood.

The Chitwood Bridge carries a low ADT (less than 50). It routinely carries only light vehicular traffic with an occasional required passage of a Type 3 vehicle (concrete, gravel, or garbage truck).

The bridge is listed on the National Register of Historic Places. It is highly visible from U.S. Highway 20, and there is strong sentiment within Lincoln County to preserve the bridge. Refer to the environmental portion of this document for a more detailed discussion of environmental issues.

From an engineering standpoint, the bridge appears to be a good candidate for restoration. A hydrology/hydraulic study confirmed the bridge's capacity to pass a 100-year flood and a 50-year flood with approximately 2 feet of freeboard. A geotechnical reconnaissance revealed questionable bearing material at the bridge site, but confirmed the excellent condition and performance of the foundation system. Field investigation of the existing bridge using a moisture meter and increment borer confirmed that the main trusses are very sound except for one joint and several splices. A number of other members in the main span as well as all elements of both approach spans must be replaced.

During the course of environmental review, a number of citizens of Chitwood were opposed to restoring the existing bridge unless it were capable of carrying a concrete truck. Our investigation determined that the bridge can be made to

carry a Type 3 vehicle without major modifications. The limiting elements are the floor beams. Because of extensive deterioration, they will be replaced. The load rating of the restored structure depends to a large extent on the depth of the replacement floor beams.

A sufficiency rating of 80 is possible on the Chitwood Bridge, but an economic premium must be paid. By replacing only the floor beams with new beams of similar depth, a minimum amount of dismantling of the existing trusses will be required. The bridge will carry a Type 3 vehicle at the operating level, but the sufficiency rating will be less than 80. To carry a Type 3 vehicle or greater at an inventory level requires floor beams of greater depth which necessitates replacing all of the vertical steel rods in the trusses. Considerably more dismantling of the trusses, as well as additional material cost, is required with this option. Given the existing and projected transportation needs of the community of Chitwood, such higher load rating is probably not warranted. If latitude exists in determining sufficiency rating, we recommend effecting only such changes as are required to allow the bridge to carry Type 3 vehicles at an operating level.

Recommendations

Project Classification

Because construction will be limited to the replacement of deteriorated members of the existing bridge, we have submitted a recommendation on behalf of the county for a Categorical Exclusion (Class II), No. 4(f) determination, and a finding of "no effect" under Section 106.

Geotechnical

We recommend a complete geotechnical investigation. Our reconnaissance indicated questionable bearing material around the bridge piers but the successful performance of the piers attests to the soil's adequacy thus far. The issue of scour, however, must be resolved and a decision must be made whether to place rip rap around the piers. The approach spans must be replaced in their entirety. The existing timber bents are placed on concrete footings at grade and sit on the sandy silts. These foundations are very susceptible to scour and an alternate system should be used.

Reconstruction

The following construction items are necessary to restore the Chitwood Covered Bridge:

1. Replace all elements of the approach spans.

2. Replace the siding and roof on the shed.

3. Replace the end diagonal at the southeast corner of the bridge and the lower chord members between the end diagonal and the splice point.

4. Replace wooden splice plates at three locations.

5. Replace floor beams with treated glu-laminated members.

6. Replace stringers as needed and add jack stringers to better distribute wheel loads across the decking.

7. Replace wooden decking and running planks.

8. Replace wooden pier caps that carry stringers.

9. Replace railing system with heavier wood railing having greater capacity.

10. Install Felloe guards.

The following sections provide support data for the aforementioned findings and recommendations:

/COR55/047

1. 410
2. 04
3. 041
4. 0000
5. 140C04270
6. YAQUINA RIVER
7. C-427
9.
10.
10A.
11A.
12. 00000
13.
14. 0000
15. 0000
16. 00000
17. 000000
18.
19. 99
20.
21.
22.
24. 11
25.
26. 05
27. 2600
28. 0100
29. 000030
30. 51

31. 2
32. 020
33. 0
34. 00
35. 0
36. 0000
37. 1
38. 100
39. 000
40. 0000
41. F
42. 15
43. 710
44. 72
45. 01
46. 0004
47.
47A.
48. 0096
49. 000152
50. 000000
51. 0160
52. 0165

53. 1302
54. 0000
55. 999
56. 000
57. 5
58. 4
59. 3
60. 5
61. 4
62. N
63. 02
64. 906
65. 5
66. 906
67. 2
68. 2
69. 1
70. 3
71. 3
72. 5
73. 62
74. 1
75. 311
76. 00150

77. 5
78. 0026
79. 02
80. 00000
81. 00
82. 00
83. 0
84. 00294
85. 008
86. 014
87. 00088
88. 00205
91.
92.
93.
94.

850.
860.
870.
880. 762

95.

96. Current SR = 0.00

Ct. No. 427-B1
BRIDGE NO. 41C09

CONSULTING ENGINEERS
EUGENE, OREGON

BRIDGE INSPECTION REPORT

BRIDGE TYPE Timber Covered Truss NAME Yaquina River (Chitwood) HWY. NO. 427 MILE POST 0.01
ROADWAY (OVER, ~~UNDER~~) Yaquina River COUNTY Lincoln INSPECTORS' John Quimer E
DISTRICT 4 YEAR BUILT 1926 PHOTOS no DATE 9-15-81 SIGNATURES Al Jones

OBSERVATIONS

SUBSTRUCTURE (60)		Condition Rating
1. END BENTS	Caps	5
	Piles	7
	Footings Conc.	5
	Footing Piles	
	Backwalls, Bulkheads	6
	Wings	
2. INTERIOR PIERS OR BENTS	Caps	5
	Columns, ~~Posts~~ Piers	8
	Footings	
	Footing Piles	
	Piles	7
	Bracing	7
3. Debris on Seats		
4. Paint		
5. Collision Damage		
6. Scour		8
7. Settlement (Footing or Piling)		8
INSPECTOR'S CONDITION RATING (60)		5
CHANNEL & CHAN. PROTECT. (61)		
1. Channel Scour		8
2. Embankment Erosion		8
3. Drift		7
4. Vegetation		7
5. Channel Change		
6. Fender System		
7. Spur Dikes & Jetties		
8. Riprap		
9. Adequacy of Opening		4
INSPECTOR'S CONDITION RATING (61)		4

RATING WITHOUT TEMPORARY REPAIR OFFICE USE ONLY

SUPERSTRUCTURE (59)		Condition Rating
1. Stringers		4
2. Girder or Beams		
3. Floor Beams		3
4. TRUSSES	Chords	4
	Web Members	
	Portals	4
	Bracing	5
5. Diaphragms, Bridging		
6. Bearing Devices		
7. Paint House		4
8. Rivets or Bolts Tension rods		7
9. Welds		
10. Collision Damage		
11. Deflection under Load		6
12. Alignment of Members		4
13. Vibrations under Load		6
14. Machinery (Movable Spans)		
15. House, general		5
16. House roof		4
INSPECTOR'S CONDITION RATING (59)		3
CULVERTS & RETAIN. WALLS (62)		
1. Barrel or Wall	Concrete	
	Steel	
	Timber	
2. Headwall & Parapet		
3. Aprons		
4. Wingwalls		
5. Adequacy		
6. Debris		
INSPECTOR'S CONDITION RATING (62)		

RATING WITHOUT TEMPORARY REPAIR OFFICE USE ONLY

DECK (58)	Condition Rating
1. Deck — Structural Condition	4
2. Wearing Surface Furnished	4
3. Deck Joints	
4. Curbs, Felloe Guards	
5. Sidewalks	
6. Parapet, Concrete Barrier	
7. Railing, Posts	5
8. Median Barrier, Railing	
9. Paint	
10. Drains	
11. Lighting Standards	
12. Utilities	
13. Vibrations in Deck	
INSPECTOR'S CONDITION RATING (58)	4
APPROACH ALIGNMENT (65)	
1. Pavement & Embankment	6
2. Shoulder Embankment	6
3. Relief Joints	
4. Approach Slab	
5. Guardrail	
INSPECTOR'S CONDITION RATING (65)	6
SAFETY FEATURES (36)	10 0 0 0
APPR. ALINE. (72)	5
SIGNING	
1. Posted Loading 6 Ton	
2. Legibility } Fair	6
3. Visibility }	6
INSPECTOR'S CONDITION RATING	6

REMARKS (Key-in to section and number above)
USE SECOND SHEET FOR ADDITIONAL SPACE AND SKETCHES
List apparent cause, severity and pinpoint location of defects listed above.

58-1 Areas of decay in deck
58-2 Running plank are worn with some areas of decay.
58-7 Railing and post on approach spans are decayed.
59-1 Approach span stringer have 1" to 4" of decay in tops.
59-3 Vertical tie rod are crushing into bottom of floor beams. Most serious at L2 and L6 right. Ends of floor beams are decayed. Drilled all floor beams at edge of lower chord, L3 rt. vertical split, L7 rt. 90% decayed, L6 Lt. is X To-1, L4 Lt is R1·10, & L1 Lt. is R1-10.
59-4 Spot drilled truss members. Signs of beetle activity in truss. L8 Lt. chord is decayed at end post, with a 1/4" of horizontal movement since 1979. Splice plate L7-L8 Lt. is decayed, L2-L3 Lt. splice block is 100% R., L2-L3 chord is R1·10, and L8 Lt. post has some dry rot.
59-7. When house was replaced it was not painted.

"over"

John Quimer
SIGNATURE

OBEC CONSULTING ENGINEERS
EUGENE, OREGON

BRIDGE NO. 41C09

BRIDGE INSPECTION REPORT

BRIDGE TYPE Timber Covered Truss NAME Yaquina River (Chitwood)
ROUTE G (OVER, ~~UNDER~~) Yaquina River COUNTY Lincoln
DISTRICT 4 YEAR BUILT 1926 PHOTOS no DATE 9-15-81
HWY. NO. 427 MILE POST 0.01
INSPECTORS' John Quiner II
SIGNATURES Al Jones

OBSERVATIONS

SUBSTRUCTURE (60)		Condition Rating
1. END BENTS	Caps	5
	Piles	/
	Footings Conc.	5
	Footing Piles	/
	Backwalls, Bulkheads	6
	Wings	/
2. INTERIOR PIERS OR BENTS	Caps	5
	Columns, ~~Posts~~ Piers	8
	Footings	/
	Footing Piles	/
	Piles	7
	Bracing	7
3. Debris on Seats		/
4. Paint		/
5. Collision Damage		/
6. Scour		8
7. Settlement (Footing or Piling)		8
INSPECTOR'S CONDITION RATING (60)		5
CHANNEL & CHAN. PROTECT. (61)		
1. Channel Scour		8
2. Embankment Erosion		8
3. Drift		7
4. Vegetation		7
5. Channel Change		/
6. Fender System		/
7. Spur Dikes & Jetties		/
8. Riprap		/
9. Adequacy of Opening		4
INSPECTOR'S CONDITION RATING (61)		4

RATING WITHOUT TEMPORARY REPAIR OFFICE USE ONLY

SUPERSTRUCTURE (59)		Condition Rating
1. Stringers		4
2. Girder or Beams		/
3. Floor Beams		3
4. TRUSSES	Chords	4
	Web Members	/
	Portals	4
	Bracing	5
5. Diaphragms, Bridging		/
6. Bearing Devices		/
7. Paint House		4
8. Rivets or Bolts Tension rods		7
9. Welds		/
10. Collision Damage		/
11. Deflection under Load		6
12. Alignment of Members		4
13. Vibrations under Load		6
14. Machinery (Movable Spans)		/
15. House, general		5
16. House roof		4
INSPECTOR'S CONDITION RATING (59)		3
CULVERTS & RETAIN. WALLS (62)		
1. Barrel or Wall	Concrete	/
	Steel	/
	Timber	/
2. Headwall & Parapet		
3. Aprons		
4. Wingwalls		
5. Adequacy		
6. Debris		
INSPECTOR'S CONDITION RATING (62)		/

RATING WITHOUT TEMPORARY REPAIR OFFICE USE ONLY

DECK (58)	Condition Rating
1. Deck — Structural Condition	4
2. Wearing Surface running plank	4
3. Deck Joints	/
4. Curbs, Felloe Guards	/
5. Sidewalks	/
6. Parapet, Concrete Barrier	/
7. Railing, Posts	5
8. Median Barrier, Railing	/
9. Paint	/
10. Drains	/
11. Lighting Standards	/
12. Utilities	/
13. Vibrations in Deck	/
INSPECTOR'S CONDITION RATING (58)	4
APPROACH ALIGNMENT (65)	
1. Pavement & Embankment	6
2. Shoulder Embankment	6
3. Relief Joints	/
4. Approach Slab	/
5. Guardrail	/
INSPECTOR'S CONDITION RATING (65)	6
SAFETY FEATURES (36)	
APPR. ALINE. (72)	
SIGNING	
1. Posted Loading 6 Ton	
2. Legibility } Fair	6
3. Visibility }	6
INSPECTOR'S CONDITION RATING	6

REMARKS (Key-in to section and number above)
USE SECOND SHEET FOR ADDITIONAL SPACE AND SKETCHES
List apparent cause, severity and pinpoint location of defects listed above.

58-1 Areas of decay in deck
58-2 Running plank are worn with some areas of decay.
58-7 Railing and post on approach spans are decayed.
59-1 Approach span stringer have 1" to 4" of decay in tops.
59-3 Vertical tie rod are crushing into bottom of floor beams. Most serious at L2 and L6 right. Ends of floor beams are decayed. Drilled all floor beams at edge of lower chord, L3 rt. vertical split, L7 rt. 90% decayed, L6 Lt. is X10-1, L4 Lt is R1-10, & L1 Lt. is R1-10.
59-4 Spot drilled truss members. Signs of beetle activity in truss. L8 Lt. chor is decayed at end post, with a 1/4" of horizontal movement since 1979. Splice plate L2-L4 Lt. is decayed, L2-L3 Lt. splice block is 100% R. L3-L5 chord is R1-10, and L6 Lt. post has some dry rot.
59-7 When house was replaced it was not painted.

"over"

John Quiner II
SIGNATURE

59-11 and 59-13 No apparent deflection under single axel garbage truck. Some movement but no vibration.
59-12 Right side of truss is deflected downward. (note floor bm)
59-16 Roof has a large number of openings between shakes.
60-1 Pier #2, Lt. outside corbel decayed and crushing. Some decay in caps. South Abut. cap has some crush under the stringers. Cap in South Appr. span has 100% decay on right side.

VICTOR ATIYEH
GOVERNOR

Department of Transportation

STATE HISTORIC PRESERVATION OFFICE

Parks and Recreation Division

525 TRADE STREET S.E., SALEM, OREGON 97310

September 8, 1982

GARY A POTTER MANAGER
ENVIRONMENTAL SECTION
HIGHWAY DIVISION
TRANSPORTATION BLDG
SALEM OR 97310

Dear Gary:

RE: Yaquina River (Chitwood) Bridge
Lincoln County

Thank you for your letter of August 24 regarding the Chitwood Bridge rehabilitation project. We concur with your finding that the project will have no effect with regard to Section 106 of the National Historic Preservation Act.

Again, thank you for your notification.

Sincerely,

D. W. Powers, III
Deputy SHPO

DWP:js

Form 734-3122

ENV 3

August 24, 1982

Dale Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, NE
Salem, OR 97310

RE: Yaquina River (Chitwood) Bridge
County Road
Lincoln County
BROS-2100(4)

Dear Mr. Wilken:

On February 24, 1982, we classified the subject project as a Class 3, Environmental Assessment, because of the uncertainty of what alternatives could be pursued for replacement and/or rehabilitation of this covered bridge.

Since that time, preliminary engineering has revealed that the rehabilitation of the bridge is cost-effective, will accomplish transportation goals, and yet will restore and preserve the covered bridge. A public hearing has been held and the Lincoln County Commissioners have endorsed the rehabilitation alternative.

I am attaching correspondence from CH_2M/Hill, consultant for Lincoln County, that outlines the project as now proposed.

This letter and the supplemental information is to request that the project can now be appropriately classified as a Categorical Exclusion, and that the project as now advanced will not required a Section 4(f) Determination.

Your concurrence is requested.

Very truly yours,

Gary A. Potter, Manager
Environmental Section

GAP:lb

Attachment

ENV 3

August 24, 1982

David Powers
State Historic Preservation Officer
State Historic Preservation Office
525 Trade Street SE
Salem, OR 97310

RE: Yaquina River (Chitwood) Bridge
County Road
Lincoln County

Dear David:

On February 24, 1982, we classified the subject project as a Class 3, Environmental Assessment because of the uncertainty of what alternatives could be pursued for replacement and/or rehabilitation of this covered bridge.

Since that time, preliminary engineering has revealed that the rehabilitation of the bridge is cost-effective, will accomplish transportation goals, and yet will restore and preserve the covered bridge. A public hearing has been held and the Lincoln County Commissioners have endorsed the rehabilitation alternative.

I am attaching correspondence from CH2M/Hill, consultant for Lincoln County, that outlines the project as now proposed.

This letter and the supplemental information is to request your concurrence in a Finding of No Effect determination as per Section 106 of the National Historic Preservation Act.

Your early reply would be appreciated. Please call if you have any questions.

Very truly yours,

Gary A. Potter, Manager
Environmental Section

GAP:lb
Attachment

CH2M HILL
engineers
planners
economists
scientists

August 13, 1982

C15956.AO

Gary A. Potter, Manager
Environmental Section
Highway Division
Department of Transportation
Transportation Building
Salem, Oregon 97310

Dear Mr. Potter:

At the second scoping meeting for the Chitwood Bridge Project on July 15, 1982, we agreed to submit a letter to you confirming restoration as a viable alternative. Based on a thorough field review of the bridge structure, we believe that the existing bridge should be restored, that such restoration best serves the transportation needs of the community of Chitwood, and that restoration can be completed without affecting the integrity of the bridge as a historic structure. This meets the dual objectives brought out at the June 8 public meeting. (See Attachment A.)

The following structural items must be completed to restore the bridge:

- Replace the roof and siding with members in-kind.
- Replace in-kind several deteriorated bottom chord splices.
- Replace in-kind the south endpost of the east truss and portions of the lower chord at the post.
- Replace all floor beams with treated glue-laminated members.
- Replace in-kind deteriorated deck stringers as necessary and add stringers to better distribute deck loading.
- Replace approach spans in their entirety with spans of similar configuration.

Corvallis Office
1600 S.W. Western Blvd., P.O. Box 428, Corvallis, Oregon 97330 503/752-4271 Cable: CH2M CVO

- Replace traffic rails with wooden rails of greater capacity.

Depending on FHWA's position on several engineering issues that pertain to the sufficiency rating of the restored structure, the following two restoration tasks may also be required.

- Replace the vertical steel hanger rods in the trusses. The replacement rods will have the same diameters as the existing but will be higher strength steel.

- Increase the height of the existing bridge openings from 13'0" to 14'0". This increase will not affect the bridge structure but only the wooden siding.

A categorical exclusion is appropriate for the restoration of the Chitwood Bridge. The project, as noted above, is essentially one of replacing members in kind and related maintenance work. The work area will be limited to the bridge approaches, the bridge itself, and an area immediately around the bridge of 60 feet in width and 160 feet in length. An indirect impact will be an improved level of service to the community of Chitwood due to the greater load capacity of the bridge. The restored bridge will be capable of carrying at least a Type 3 (25 ton) truck. The public as a whole will benefit from the extended service life of the Chitwood Covered Bridge.

The Chitwood Covered Bridge was placed on the National Register of Historic Places in 1979 as part of a thematic resources group nomination of Oregon Covered Bridges. The following excerpts from the statement of significance on the national Register nomination form (Attachment B) are relevant to the Chitwood Bridge:

> The forty-six covered bridges included in this thematic group nomination are significant to Oregon and to the nation as a whole as representative examples of a long-lived bridge-building tradition which, in Oregon at least, has continued to the present day... The object of nominating 46 of the 56 Oregon covered bridges to the National Register of Historic Places is... to expand the opportunities for protection and preservation of these resources which are a significant part of the state and national heritage.

The integrity of the Chitwood Bridge is maintained by this project so that it can remain part of the state and national heritage.

Several aspects of the project will help preserve the structure, such as the replacement of the roof and siding which will maintain the characteristic shed appearance of Lincoln County covered bridges. The major work to be done on the floor and truss will return the bridge to an adequate load capacity. The replacement of truss members will be in-kind. Added stringers in the floor of the bridge and treated glu-laminated floor beams will be as close as possible to the same dimensions as existing members.

Based on the preceding information, it is our request that the project be classified as a categorical exclusion, that no section 4(f) determination is needed and a finding of no effect is appropriate under Section 106 of the National Historic Preservation Act. The work is a continuation of Oregon's covered bridge tradition that sustains the existing form, integrity, and material of the structure while making the bridge able to meet the contemporary needs of the community of Chitwood. Your concurrence, FHWA's, and that of the SHPO is requested.

Sincerely,

Donald E. Forbes
Project Manager

Wes L. Reynolds
Environmental Planner

sm/COC12/040
Attachments: "A" and "B"
cc: Chuck Frederickson

ay 5, 1982

ACC

Joseph D. Steere, P.E.
Lincoln County Roadmaster
210 S.W. 2nd Street
Newport, Oregon 97365

Dear Mr. Steere:

We have received Federal Highway Administration (FHWA) approval of the field phase of the preliminary engineering work on the Yaquina River (Chitwood) Bridge Section; and, FHWA approval of the Plans, Specifications, and Estimate phase will be forthcoming after approval of the final environmental documents.

As described in our Preliminary Engineering and Construction-Finance Agreement No. 7515, the County should now submit an advance deposit for its share of the preliminary engineering cost:

Estimated P.E. Cost, Field Phase	$31,300
Estimated P.E. Cost, PS&E Phase	12,600
Total Estimated P.E. Cost	$43,900
Less: Free Bridge Design by State	12,000
Basis for Computation of County Share	$31,900

P.E. was completed By CH2M Hill

COUNTY SHARE: 20% of $33,900 = $6,780

Please submit a P.E. advance deposit in the amount of $6,780. On the attached sheet we have described three options for making an advance deposit. Please use the option of your choice.

Jan Peterson says money in 6-1-82

Very truly yours,

D. E. SWAN

D. E. Swan, P.E.
Program Control Engineer

KEH:pf
Attachment

bcc w/AD # 82-20: Phil Stearns, Region 2
Vern Skoog - Please return completed AD # 82-20 when advance deposit is received.

9478

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 2
2960 E. STATE STREET, SALEM, OREGON 97310 PHONE 378-2626

March 30, 1982

Joseph Steere
County Engineer
210 SW 2nd St.
Newport, OR 97365

Chitwood Bridge

MISC. CONTRACTS and AGREEMENTS No. 9175

CH2M-

Enclosed are two copies of the approved consultant agreement for preliminary engineering on subject project.

Please forward one copy to the consultant advising the work may proceed. Mr. Don Thurston, Region Location Supervisor, will act as liaison for engineering work. Billings may be sent to me for processing after County approval.

Phillip O. Stearns
REGION FEDERAL AID SPECIALIST

POS/rgb
attch.

cc: D. H. Moehring

734-1667

MH

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☐
MAR 3 0 1982
REFERRED TO _____
FOR _____
FILE: PM FA LG.

9618

5-23-82

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: BROS-2100(4)

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.:

5. ITEM NO.: 20055

2A. COUNTY NAME: Lincoln

6. TO:

Mr. H. S. Coulter, State Highway Engineer
State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 3-23-82

8. FEDERAL ROUTE NUMBER: Non-Federal-aid

9. STATE ROUTE NUMBER: County Road

10. GENERAL LOCATION:

YAQUINA RIVER (CHITWOOD) BRIDGE SECTION

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* See below

13. REMARKS

As requested by Mr. Swan's PEA dated March 11, 1982, you are authorized to proceed with all phases of preliminary engineering, including archeological salvage necessary for a FONSI at a TEC of $31,300; Federal Funds $25,040.

RECEIVED

14. DATE: 3-23-82

15. SIGNATURE OF APPLICABLE OFFICIAL

16. TITLE: for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

1698

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration
Salem, Oregon 97301

3-11-82

OREGON DEPT. OF TRANSPORTATION-HIGHWAY DIVISION
ADDENDUM TO LOCATION PROSPECTUS AND
REQUEST FOR FEDERAL AID
PRELIMINARY ENGINEERING AUTHORIZATION

PROJECT LOCATION	APPN CODE	ITEM NO.	PROJECT NO.	ROUTE NO. FED. N	ROUTE NO. STATE
Co. Rd., Approx. 0.01 S. of Chitwood "Yaquina Riv.(Chitwood) Bridge Section	117	20055	BROS-2100(4)	NON	Co. Rd.

Access Control None Parking Restrictions None System Revision None

Airports (within 2 Mi.) None ROW 40' normal

Water Development None Recreation & Historical Areas None

Lincoln (041)

A-95 Review:

State Cl. Ho..... Exempt X Date Approved _____

Dist. 4 Cl. Ho. ..... Exempt X Date Approved _____ No Reply ___

Project Environmental Assessment: FHWA Concurrence Dated 2-18-82

1-EIS ____ 2-Categorical Exclusion ____ 3-Draft Assessment & FONSI X

Notes: (1) Project in Congressional District 1 .

(2) Yaquina River (Chitwood) Br. Str. #41C09.

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

___ All Phases
X All Phases thru Final Envir. Document
X Incl. Archeological Salvage
X " Util. Preparatory Work
___ " R.R. Preparatory Work

Est. Proj. Cost:

TEC NTE	$ 43,900
FF	$ 35,120
STATE	$ 2,000
Co.	$ 6,780

For PR-37:

Field Phase	$ 31,300
PS&E Phase	$ 12,600

Pro-Rata 80

REMARKS:
1) Attached is a copy of Authority for Survey and Sketch Map.
2) Included in the bridge replacement inventory with a sufficiency rating of 0.
3) County will engage the services of a consultant to perform phases of the preliminary engineering including the environmental work.

CL:lms

DATE	SIGNATURE OF REQUESTING OFFICIAL	TITLE
3-11-82	D.E. Swan, P.E.	Program Control Engineer

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to File No.:
ENV 3

February 12, 1982

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97310

RE: Yaquina River (Chitwood) Bridge
Lincoln County
BROS-2100(-)

Dear Mr. Wilken:

I am returning the Project Classification Request for the subject project with the recommendation that the project be classed 3, calling for an Environmental Assessment. Your recommendations for additional analysis will be evaluated during the initial phase of preliminary engineering, which has just recently begun.

Depending upon the outcome of this analysis, there may be reasons for reclassifying the project to a categorical exclusion. The project itself appears to be minor in scope and to have impacts limited to the historical standing of the bridge. While this may necessitate preparing a draft and final 4(f) Evaluation, it may be prudent to do so independent of an Environmental Assessment. This would reduce the county's preliminary engineering expense without jeopardizing public and agency input and reviews.

Very truly yours,

Gary A. Potter, Manager
Environmental Section

GAP:CG:ct

Attachments

RECEIVED
FEB 16 1981
ORE. DIVISION

CONCUR:
for Division Administrator 2/18/82 Date

Form 734-3122

ENVIRONMENTAL SECTION
February 23, 1982

cc: J. B. Boyd (3)
J. H. Versteeg (4)
L. E. George (2)
B. L. Gifford (2)
D. H. Moehring
W. J. Hart
C. T. Keasey
F. E. Terpin
Local Programs Unit
Phil Lewellyn
Surfacing Design
C. O. Fredrickson
Chuck Pietrock
William Fretwell
John Gunter, Dist. 4
Don Keyes (8)
Russ Graham
Dept. of Interior, Washington D.C.

BROS-2100(-)

OREGON STATE HIGHWAY DIVISION
PROJECT CLASSIFICATION

A. Project Identification:

Date February 12, 1982

Section Yaquina River (Chitwood) Bridge
City Chitwood Hwy. No. C427
Highway County Road No. 427
Begin M.P. 01 Length 160'
County Lincoln
Program Estimate $375,000
Region 2
Funding Source HBR

B. Purpose, Need, and Description of Project (Describe Alternatives):

The existing bridges was built in 1924 and is in poor condition. The load rating is 6 tons, inadequate to trucks and school buses. The bridge will become unsafe for all traffic within the next few years if action is not taken. It is proposed to reconstruct the existing covered bridge as it essentially now exists, or construct a new structure at an alternate site and leave the existing covered bridge in place with no traffic.

C. Recommended Project Classification:

Project Class		Documentation	Other Documentation	
____	I	Draft and Final EIS	____	Wetlands Finding/Analysis
____	II	Categorical Exclusion	____	Endangered Species List
X	III	Environmental Assessment	____	Biologic Assessment
			X	Cultural Resources Survey
			X	Section 106 Procedures
			X	Section 4(f) Evaluation
			X	Noise Study Report
			X	Indirect Source Construction Permit

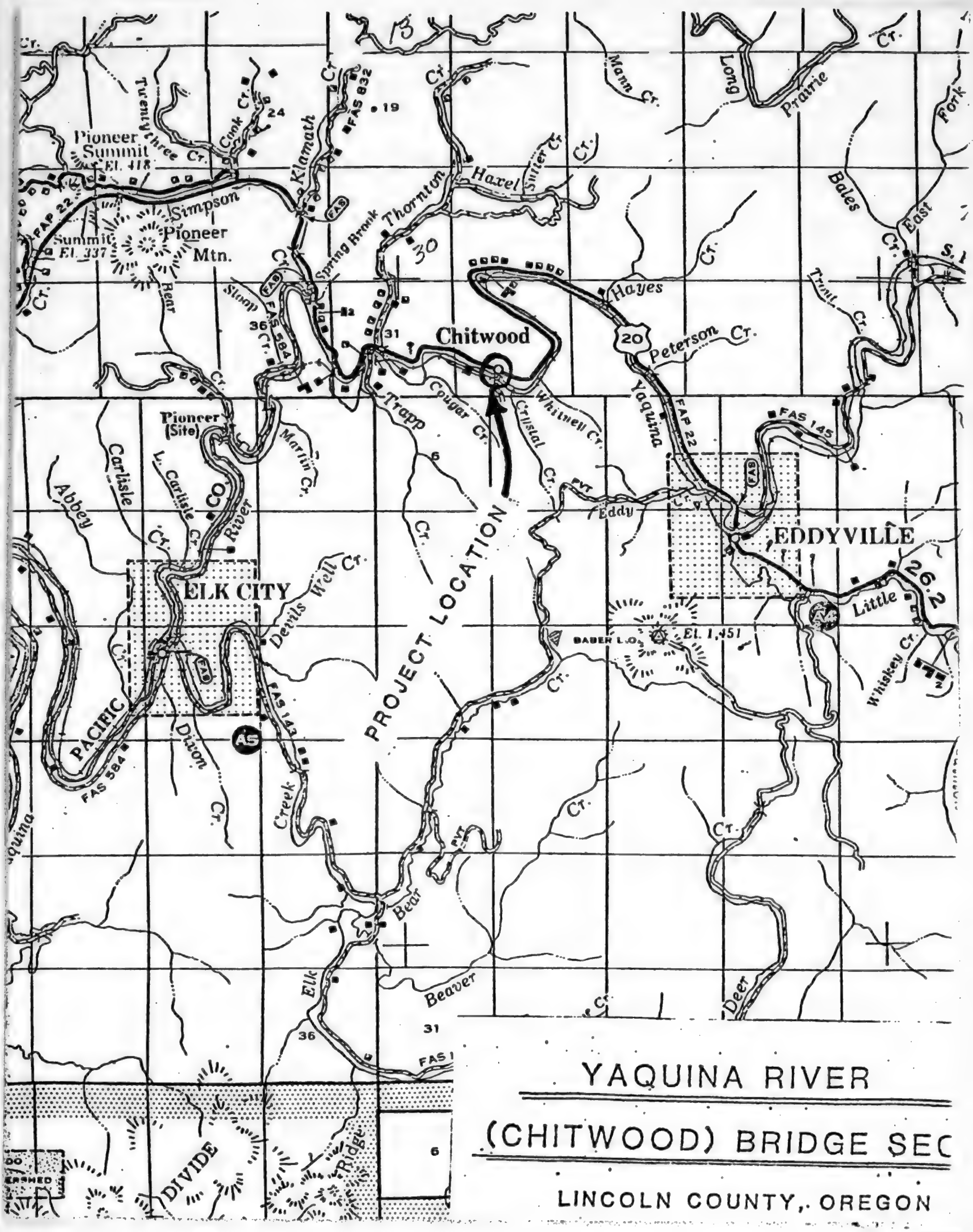
Basis for Recommended Classification:

At this time insufficient information exists to determine the scale of action and significance of impacts. Preparation of an environmental assessment will allow these determination to be made.

D. Descriptions:

	Existing Facility	Proposed Facility
Number of Traffic Lanes	1	*
Median (Yes/No)	No	No
Shoulders (Yes/No, Paved/Gravel)	No	*
Average Daily Traffic (Volume and Year)	25 Est. 1981	50 (2000)
Alignment (New, Combined, Existing)		*
Speeds (Posted and Estimated)	15 mph	*

*TO BE DETERMINED DURING P.E.



YAQUINA RIVER

(CHITWOOD) BRIDGE SEC

LINCOLN COUNTY, OREGON

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☐
FEB 24 1982
REFERRED TO _____
FOR _____
FILE: PM FA LG.

E. Preliminary Identification of Environmental Impacts:

1. Estimated Right-of-Way Impacts:

Acres _____

Estimated Number of Parcels _____ To be determined during P.E.

Residential Relocation (No.) _____

Business Relocation (No.) _____

Describe:

If an alternate site is selected for new structure, right-of-way will be required. Amount would be determined during P.E.

2. Estimated Impact on Land Use:

No anticipated changes in land use.

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety:

Slight increase in volume when existing or new bridge is made adequate for trucks and buses. Increase in safety will result from structural improvements.

4. Estimated Impact on Rivers, Streams, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:

Minor. Temporary effects in the form of vegetation removal and turbidity increases from in-stream work (if necessary) during construction. These will be minimized to the extend possible and will be governed by applicable permit restrictions.

5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:

Existing bridge is listed in Oregon Register of Historical Bridges. Restoration will preserve the historic structure, or if new site is selected, covered bridge will remain in place.

6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:

Final disposition of existing covered bridge is of concern.

Name of Preparer and Phone Number: Chuck Pietrok, 378-2626

(Attach Project Location Map)

(10-14-81)

9698

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

AGR

TO: D. H. Moehring
Asst. State Highway Engineer

DATE: November 24, 1981

FROM: Mainor C. Holmes *Mainor*
Agreements Specialist

SUBJECT: Project No. BROS-2100(-)
Yaquina River (Chitwood) Bridge
Off-System County Road
Lincoln County & CH2M-HILL

Attached for your review are three properly executed copies of an LGA Consultant Agreement for subject project, and related correspondence. The External Audit Unit has conducted the required pre-award audit and selection procedure evaluation, and recommends approval.

The question of replacement or restoration of the existing bridge will be decided during the preliminary engineering phase of the project with consideration being given to environmental factors.

I have reviewed the agreement, found it in order and recommend your signature of concurrence.

Following your signature, two copies of the agreement will be submitted to FHWA with a request for approval and authorization to proceed with the work.

MCH:pf
Attachment

9698

STATE OF OREGON
HIGHWAY DIVISION
External Audit - 378-2878

INTEROFFICE MEMO

FILE: ACC 5

TO: D. E. Swan, Engineer
Operation Programming

DATE: November 10, 1981

FROM: Vernon E. Skoog
Controller

SUBJECT: Pre-award Evaluation
CH2M Hill/ Lincoln County
Chitwood Bridge
FAP No. BROS-2100

Your memo dated October 22, 1981 requested that we review the County's consultant selection procedure, the fiscal and the compliance provisions of the subject agreement.

With the inclusion of the budget reference on page 11, the proposed agreement is acceptable. While there may be no confusion inherent in this project, we note that Lincoln County letter dated September 10, 1981 to Phil Stearns speaks of "restoration or replacement" of the Chitwood Bridge, and further on of its restoration. The subject agreement, however, speaks only of replacement.

We recommend approval of the agreement with consideration of the comments above.

DWJ:cw

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☐
REFERRED TO ----------
FOR ----------
FILE: PM FA LG

9674

LINCOLN COUNTY ROAD DEPARTMENT
County of Lincoln

Office of the County Engineer
Joseph D. Steere

Public Service Building
210 S.W. 2nd Street
Newport, Oregon 97365
(503) 265-6611, Ext. 246

September 10, 1981

REGION 2 ENGINEER
RECEIVED
SEP 14 1981
RLE RBE
RE RCE RME RTE ROE
ULE GEO RBO ENV RFE

Mr. Phillip O. Stearns
Region 2 Federal Aid Engineer
Department of Transportation
Highway Division
2960 East State Street
Salem, Oregon 97310

RE: Determination of a Consultant
Chitwood Bridge No. 427 B-1 Project

Dear Mr. Stearns:

A request for proposal concerning the preliminary engineering contract for restoration or replacement of the Chitwood (Yaquina River) Covered Bridge, county #427 B-1, was mailed to the following firms who had previously indicated interest in bridge design projects, and who claimed past experience with wooden structures. These firms are: (1) H. Douglas Appel, P.E. of 696 Country Club Road,, Eugene, Oregon 97401; (2) CH2M Hill of 1600 S.W. Western Boulevard, Box 428, Corvallis, Oregon 97330; (3) OBEC Consulting Engineers of 244 Country Club Road, Eugene, Oregon 97401; and (4) WJA/SAJAN, Inc. of 8525 N. Lombard, Portland, Oregon 97203.

These proposals were reviewed by the Assistant County Engineer, James Buisman, P.E., the engineering staff, and this writer with instructions from the Lincoln County Board of Commissioners to the extent that the choice would be made by the engineering section, and that the Board would accept this choice.

An explanation of the political climate regarding this project at the time of requesting and reviewing these proposals would seem in order: The County Board of Commissioners, because of the public's stated interest in covered bridges, had recently determined that the county's efforts toward these structures would be directed to the Elk City Covered Bridge for the following reasons:

1. The bridge is not used for any heavy hauling, so a lower load limit has less impact than at other bridge locations.

2. This bridge is located adjacent to a county park, and Elk City is one of the oldest communities in Lincoln County. With this determination made, a historical grant was obtained, private individuals and businesses established an Elk City Covered Bridge fund, and various activities have occurred to raise money for this fund; and the County Road Department will finance, as needed, to complete this restoration which is now underway.

The planning, from the county view, on the Chitwood Bridge, was to replace it with a modern structure. Subsequently, a spokesperson from the State Department of Transportation released to the press the item that the O.D.O.T. had approved financing for the RESTORATION of the Chitwood Covered Bridge. The county was not aware that this restoration was being considered, but is now forced to consider it, although personnel from the O.D.O.T. state that the bridge is not restorable.

It is under these circumstances that these R.F.P.'s were reviewed.

The proposal of H. Douglas Appel was reviewed, and it was determined that experience with design and work on covered bridges was satisfactory, but the firm seemed lacking in personnel to perform the socio-economic studies, and the fixed fee stated would seemingly not cover the possible cost of this study. This proposal was rejected.

The proposal of WJA/SAJAN indicated experience with wooden marine structures, but not specifically on wooden bridges. The fee range stated in this proposal was double that of the two mid-range consultants. This proposal was then rejected.

The proposal of CH2M Hill was oriented toward the social and economic issues involved, with the technical portion considered as part of this overall study. Their grasp of the situation was impressive, and the preparation time spent was apparent with the reference to problems peculiar to this particular bridge. This firm was asked to come for an oral interview. This interview reinforced the impression that considerable research had been done in the preparation of this proposal, and that the representatives of this firm were well aware of the controversies and complications that could develop on this project. The proposed action plan submitted to overcome predicted problems and conflicts was also very professional. This awareness of the project problems, combined with this firm's office geographic location nearer to the project than the other firms responding, caused them to be the number one choice.

The proposal of OBEC was reviewed and since this firm has done the bridge inspections and county-financed bridge designs in the past, they were also asked for an oral interview. The representatives of this firm did not

indicate that the firm was as aware of the possible conflicts with agencies and members of the public on this project as did the representatives of CH2M Hill.

In conclusion, the choice of CH2M Hill was made on the basis of this firm's awareness of the complication and conflicts that could occur on this project and their proposed aggressive action to overcome these problems. The choice was made of the most positive proposal rather than any real negative impressions of the other proposals.

Respectfully,

Joseph D. Steere

Joseph D. Steere, P.E.
County Roadmaster

JDS:rg

Chitwood Bridge

LINCOLN COUNTY ROAD DEPARTMENT
County of Lincoln

Office of the County Engineer
Joseph D. Steere

Public Service Building
210 S.W. 2nd Street
Newport, Oregon 97365
(503) 265-6611, Ext. 246

June 19, 1981

Whiteley, Jacobsen & Associates
8525 N. Lombard
Portland, Oregon 97203

CH_2M Hill
1600 S.W. Western Blvd.
Corvallis, Oregon 97330

Douglas H. Appel, P.E.
2840 Dapple Court (683-2618)
Eugene, Oregon 97401

OBEC Consulting Engineers
244 Country Club Road
Eugene, Oregon 97401

RE: Request for Proposals - Preliminary Engineering
Chitwood Covered Bridge, County #427 B-1

Gentlemen:

The Lincoln County Road Department has applied for FHWA funding for the restoration of the Chitwood Covered Bridge, county #427 B-1. The preliminary engineering report must include economic and social impacts of restoration versus total replacement.

We are enclosing a copy of the preliminary engineering agreement that will be required for this project which will need a "lump sum" or "not to exceed" cost quotation. Selection of a consultant will be based upon a review of the proposals and the firm's experience records on bridge restoration. This bridge is located between the community of Eddyville and the city of Toledo and is the only covered bridge in Lincoln County visible from U.S. Highway 20. This is approximately five miles westerly from Eddyville.

We will accept proposals through July 10, 1981, and will review them the following week.

Respectfully,

Joseph D. Steere

Joseph D. Steere, P.E.
County Roadmaster

JDS:rg

Enclosure

9618

August 3, 1981

Board of County Commissioners
Lincoln County
225 West Olive
Newport, OR 97365

AGR 4

Attention: Alberta M. Bryant
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 7515

Gentlemen:

Attached for your records is a fully executed copy of an agreement for replacement of the Yaquina River (Chitwood) Bridge on County Road No. 427.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn

Att.

bc Don Harwell (agree. att.)

9698

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project RS-A-427(-)
Chitwood Bridge No. 41C09
Across Yaquina River, Lincoln Co. Rd. C427
Lincoln County

Date: July 31, 1981

From: Division Administrator

Reply to Attn. of: HBR-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT
ATTN: Mr. J. W. Wood, Structures Maintenance Engineer

Please note this structure is slated for replacement and work has just started in assemblying environmental data to proceed with a project. The structure has a Sufficiency Rating of 0.0.

In the course of our site review we noticed the bridge had a posted load of 6 tons. A visual examination of the members disclosed much rot and possible beetle infestation.

The records indicate an inspection by OBEC on July 17, 1979. It is entirely possible that additional deterioration might have occurred which would lower the load rating. A more recent inspection and load rating would be appropriate. Please inform the County of our concern.

for Dale E. Wilken

cc:
OSHD (J W Wood, Maint)
OSHD (W J Hart, Br)

RECEIVED
STATE HWY ENGR
AUG 3'81
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File
X

cy 8/4

9678

S

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
ENV 3

TO: C. O. Fredrickson
Region 2 Engineer

DATE: July 20, 1981

FROM: Gary A. Potter, Manager
Environmental Section

ORIGINAL SIGNED BY
GARY A. POTTER

NOTED
E. S. HUNTER

SUBJECT: Yaquina River (Chitwood) Bridge
County Road 427
Lincoln County

The Federal Highway Administration has reviewed the Project Category Request for the subject project, and based on their field inspection, feel that complete bridge reconstruction would require a section 4(f) determination. Before making a final decision on the project classification, FHWA recommends that other options that would avoid direct effects on the structure be explored. Please investigate alternate possibilities to reconstructing the bridge and, if they appear to be practical, resubmit the classification request for processing. If another option is found to be feasible, extensive cultural resources analysis and a 4(f) evaluation would be avoided.

GAP:CG:ct

Attachment

cc: E. S. Hunter
Walt Hart

RECEIVED
TECHNICAL SERVICES
JUL 20 '81
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Contains Recycled Materials
81-125-1387

SP*75683-125

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME
Yaquina R. (Chitwood) Bridge - County Bridge #427-B-1

HIGHWAY NAME
County Road #427

HIGHWAY NUMBER

REGION	ADMINISTRATIVE DISTRICT	COUNTY	CITY
2	4	Lincoln	

LENGTH: 153'

MILEPOST NUMBER: opp MP 16.92 Hwy 33

[X] RURAL [ ] URBAN

LOCAL GOVERNMENT PROJECT? [X] YES [ ] NO

IF YES, UNIT OF GOVERNMENT: Lincoln County

TYPE OF FUNDS
[ ] FAI [ ] FAP [ ] FAS [ ] STATE [ ] FAUS [X] OTHER HBR

METHOD OF CONSTRUCTION
[X] CONTRACT [ ] STATE FORCE [ ] OTHER

TYPE OF WORK
[ ] GRADING [ ] PAVING [X] STRUCTURE [ ] SIGN [ ] SIGNAL [ ] ILLUMINATION [ ] ROADSIDE IMPROVEMENT [ ] OTHER

PROJECT DESCRIPTION

Reconstruction of existing covered wooden bridge which is presently inadequate for trucks and school buses. The existing bridge was constructed in 1924. It is on the Historical Register, thus probably the restoration will have to preserve the structure. The project application indicates the belief that the existing may be restored for approximately the same cost as a new concrete structure.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME)	PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)
25 - 1981	

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]
PROPOSED	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]

DESIGN SPEED (MPH)	DESIGN STANDARDS	TRAFFIC ANALYSIS
15		[X] LIGHT [ ] MEDIUM [ ] HEAVY

1 Veresteeg Doc
Anderson
2 Christensen tw
3 Olson ACB
Sullivan
Jerpin
Tuttle
4 Wakerlig

RECEIVED
JUN 29 1981
ROAD DESIGN SECTION

Design
Review
Action

APPROVED
Location Engineer
Date 6/17/81

FORM 734-1730 (12-78) Page 1

3 - FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	1 - 16	1 - 16
SHOULDERS	none	none
MEDIANS	none	none
PARKING LANES	none	none
SIDEWALKS	none	none
BIKEWAYS or footpaths	none	none
INTERCHANGES	none	none
OTHER:	none	none

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☒	☐
Illumination	☐	☒	☐
Structures	☐	☒	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☒	☐	☐
River Yaquina	☒	☐	☐
Stream	☐	☒	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☐	☒
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☐	☒
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☐	☐	☒
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☐	☒

3 - FEATURES (cont.)

	YES	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	X			Hydraulics Study	X		
Environmental Assessment	X			Soils Investigation	X		
Statewide Assessment			X	Airport Clearance		X	
Negative Declaration		X		Economic Analysis	X		
Environmental Impact Statement		X		Requires Field Survey	X		
4-F Statement		X		Old Survey Available		X	
Citizen Advisory Committee		X		Requires Vicinity Map	X		
Public Hearing _____		X		Requires Photogrammetry		X	
Borrow Source		X		Requires Reconnaissance Survey		X	
Material Source		X		Reconnaissance Available		X	
Utilities		X		Design Review	X		

Type _____

4 - WORK ITEMS

	TO BE PERFORMED BY APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING			X
RIGHT-OF-WAY N/A			
CONSTRUCTION ENGINEERING			X

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY		N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT		N/A
CORRIDOR APPROVAL		N/A
FIELD SURVEY	5	2
PRELIMINARY DESIGN		N/A
DESIGN APPROVAL/FINAL EIS		N/A
RIGHT-OF-WAY DESCRIPTIONS		N/A
RIGHT-OF-WAY ACQUISITION		N/A
P.S. & E. DOCUMENTS		3

RECOMMENDED CONSTRUCTION DATE: 1982 (Region) _____ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
North approach - A/C Pavement	2"	0
Base - Crushed Rock	6"	0

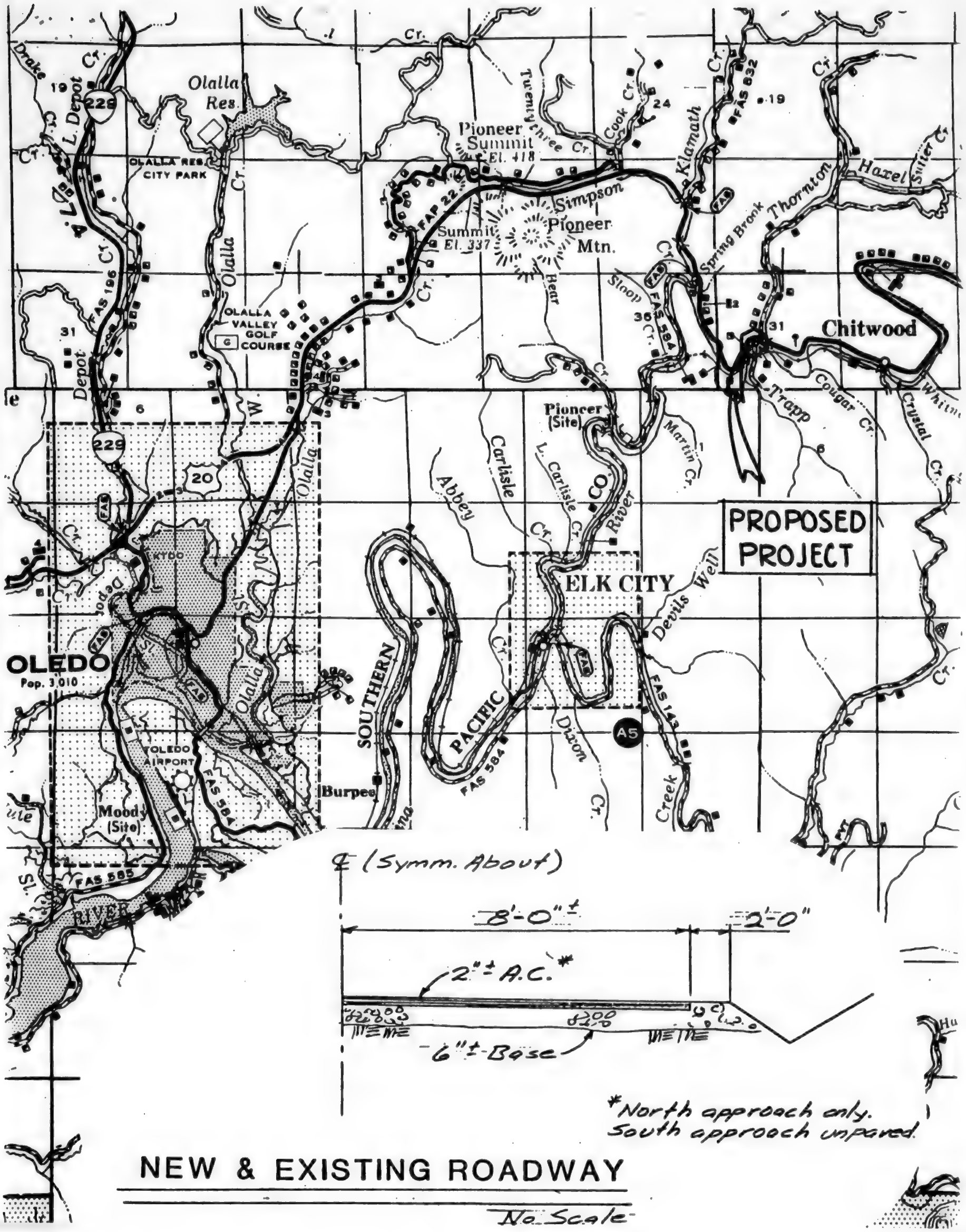
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING ...Consultant.....	27,000	41.000
RIGHT OF WAY		
TRAFFIC CONTROL	72,000*	45.000
ILLUMINATION		
STRUCTURES .....Net.....	261,500*	261.500
RAILROAD		
ROADWAY	5,000	5 000
OTHER _____		
Const. ENGINEERING & CONTINGENCIES .....4.0%.....	135,400	104.500
PROJECT TOTAL	500,900	457.000

SUBMITTED BY _____



NEW & EXISTING ROADWAY

No Scale

9698

OREGON STATE HIGHWAY DIVISION
PROJECT CLASSIFICATION

BROS-2100(E)

A. Project Identification:

Date June 4, 1981

Section Yaquina River (Chitwood) Bridge
City Chitwood Hwy. No. C427
Highway County Road No. 427
Begin M.P. .01 Length 160'
County Lincoln
Program Estimate $375,000
Region 2
Funding Source HBR

(Attach Project Location Map)

B. Purpose, Need, and Description of Project (Describe Alternatives):

The Existing bridge was built in 1924 and is in poor condition. Load rating is 6 tons, inadequate for trucks and school buses. The bridge will become unsafe for all traffic within the next few years if action is not taken. It is proposed to reconstruct the existing covered bridge as it essentially now exists. This is comparable in cost to constructing a replacement bridge.

C. Recommended Project Classification:

Project Class		Documentation
_____	I	Draft and Final EIS
X	II	Categorical Exclusion
_____	III	Environmental Assessment

Other Documentation:

__ Wetlands Finding	X Noise Study Report
X Cultural Resource Survey	__ Indirect Source Construction Permit
__ Section 106 Procedures	__ Section 4(f) Determination

Basis for Recommended Classification:

Proposed project is the reconstruction of the existing covered bridge in its present location.

D. Descriptions:

	Existing Facility	Proposed Facility
Number of Traffic Lanes	1	1
Median (Yes/No)	No	No
Shoulders (Yes/No, Paved/Gravel)	No	No
Average Daily Traffic (Volume and Year)	25 est. (1981)	50 est. (2000)
Alignment (New, Combined, Existing)	Existing	Existing
Speeds (Posted and Estimated)	None/15 mph	None/15 mph

(12-15-80)

E. Preliminary Identification of Environmental Impacts:

1. Estimated Right-of-Way Impacts:

Acres	0
Estimated Number of Parcels	0
Residential Relocation (No.)	0
Business Relocation (No.)	0

Describe:

All work will be done within the existing right-of-way.

2. Estimated Impact on Land Use:

None. Proposed project is reconstruction of existing bridge.

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety:

Slight increase in volume when existing bridge is made adequate for trucks and buses. Increase in safety will result from structural improvements.

4. Estimated Impact on Rivers, Streams, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:

None, except for some minor temporary effects during construction. These will be minimized to the extent possible and will be governed by applicable permit restrictions.

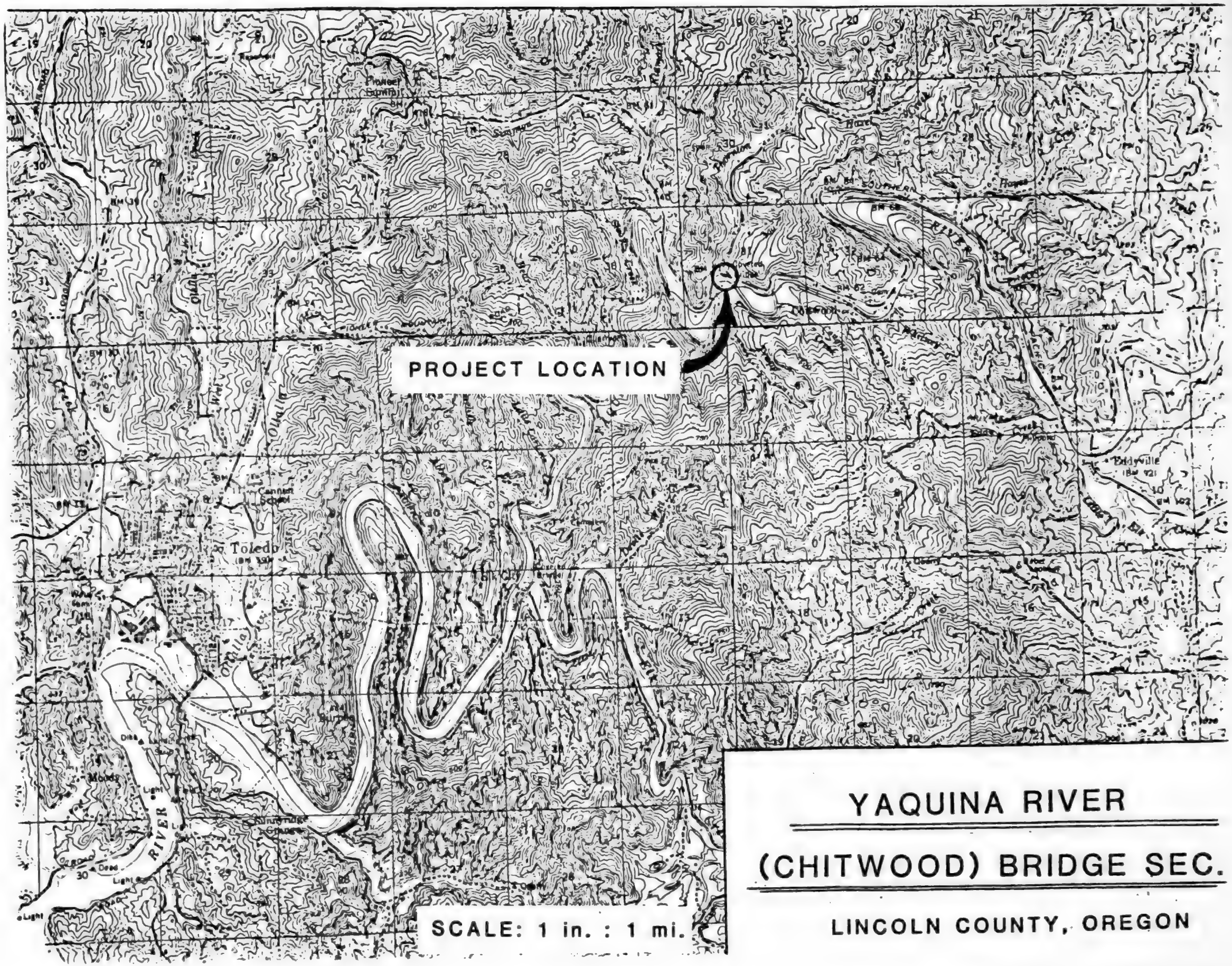
5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:

Existing bridge is listed in Oregon Register of Historic Bridges. Restoration will preserve the historic structure.

6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:

Removal of the covered bridge would cost about the same.

Name of Preparer and Phone Number: (Willis G. Worcester)
OBEC Consulting Engineers, (503) 683-6090



YAQUINA RIVER

(CHITWOOD) BRIDGE SEC.

LINCOLN COUNTY, OREGON

1698

STATE OF OREGON

INTEROFFICE MEMO

TO: Phil Stearns
Region Federal Aid Engineer

DATE: May 14, 1981

FROM: Loren Weber
Region Location Engineer

SUBJECT: Authority for Survey
Draft Prospectus
Chitwood Bridge - County Road #427
Lincoln County

I have attached an Authority for Survey and draft prospectus to cover the preliminary engineering by consultant on the subject project. The estimated funds for the region functions are:

Field (liaison)	901	$ 200
Local Governments	903	500
Consultants	904	27,000
Soils	910	200

The costs I have shown on the prospectus have been taken in part from Jim Chidsey's bridge estimate and in part from the consultant's estimates. The preliminary engineering assumes 5% of the net consultant total plus the foundation exploration. The final engineering and contingencies assesses 40% to the construction items.

9698

LOCATION PROSPECTUS

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE: 5/14/81

PREFIX:

1 - IDENTIFICATION

PROJECT NAME: Chitwood Bridge - County Bridge #427-B-1

HIGHWAY NAME: County Road #427

HIGHWAY NUMBER:

REGION	ADMINISTRATIVE DISTRICT	COUNTY	CITY
2	4	Lincoln	

LENGTH: 153'

MILEPOST NUMBER: opp MP 16.92 on Hwy 33

[X] RURAL [ ] URBAN

LOCAL GOVERNMENT PROJECT? [ ] YES [ ] NO

IF YES, UNIT OF GOVERNMENT:

TYPE OF FUNDS: [ ] FAI [ ] FAP [ ] FAS [ ] STATE [ ] FAUS [X] OTHER HBR

METHOD OF CONSTRUCTION: [X] CONTRACT [ ] STATE FORCE [ ] OTHER

TYPE OF WORK: [ ] GRADING [ ] PAVING [X] STRUCTURE [ ] SIGN [ ] SIGNAL [ ] ILLUMINATION [ ] ROADSIDE IMPROVEMENT [ ] OTHER

PROJECT DESCRIPTION

Reconstruction of existing covered wooden bridge which is presently inadequate for trucks and school buses. The existing bridge was constructed in 1924. It is on the Historical Register, thus probably the restoration will have to preserve the structure. The project application indicates the belief that the existing may be restored for approximately the same cost as a new concrete structure.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME)	PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)
25 - 1981	

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]
PROPOSED	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]

DESIGN SPEED (MPH)	DESIGN STANDARDS	TRAFFIC ANALYSIS
15		[X] LIGHT [ ] MEDIUM [ ] HEAVY

3 - FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	1 - 16	1 - 16
SHOULDERS	none	none
MEDIANS	none	none
PARKING LANES	none	none
SIDEWALKS	none	none
BIKEWAYS or footpaths	none	none
INTERCHANGES	none	none
OTHER:	none	none

	YES	NO	MAYBE
Channelization	☐	☐	☐
Frontage Roads	☐	☐	☐
Traffic Signals	☐	☐	☐
Signing	☐	☐	☐
Illumination	☐	☐	☐
Structures	☐	☐	☐
Stage Construction	☐	☐	☐
Pedestrian Crossing	☐	☐	☐
Rest Area	☐	☐	☐
Truck Scale Site	☐	☐	☐
Landscaping	☐	☐	☐
Drainage	☐	☐	☐
River _____	☐	☐	☐
Stream _____	☐	☐	☐
Storm Sewer	☐	☐	☐
Sanitary Sewer	☐	☐	☐
Right of Way	☐	☐	☐
Simple Acquisition	☐	☐	☐
Complex Acquisition	☐	☐	☐
Relocations	☐	☐	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☐	☐
Access Control	☐	☐	☐
Railroad Crossing	☐	☐	☐
At Grade	☐	☐	☐
Separated	☐	☐	☐
Railroad Encroachment	☐	☐	☐
Permits	☐	☐	☐
Conditional Use	☐	☐	☐
Flood Plain	☐	☐	☐
Irrigation District	☐	☐	☐
Water District	☐	☐	☐
Drainage District	☐	☐	☐
Div. of State Lands	☐	☐	☐
Dept. of Geology & Min. Ind.	☐	☐	☐
Corps of Engineers	☐	☐	☐
Coast Guard	☐	☐	☐
DEQ NPS Air Pollution	☐	☐	☐
DEQ NPS Water Pollution	☐	☐	☐
Building	☐	☐	☐
Fish & Wildlife Approval	☐	☐	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐	Hydraulics Study	☒	☐	☐
Environmental Assessment	☒	☐	☐	Soils Investigation	☒	☐	☐
Statewide Assessment	☐	☐	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☐	☐	Economic Analysis	☒	☐	☐
Environmental Impact Statement	☐	☐	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☐	☐	Old Survey Available	☐	☒	☐
Citizen Advisory Committee	☐	☐	☐	Requires Vicinity Map	☒	☐	☐
Public Hearing _____	☐	☐	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☒	☐	Reconnaissance Available	☐	☒	☐
Utilities	☐	☒	☐	Design Review	☒	☐	☐

Type _____

4 - WORK ITEMS

	TO BE PERFORMED BY APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☐	☒
RIGHT–OF–WAY N/A	☐	☐	☐
CONSTRUCTION ENGINEERING	☐	☐	☒

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	
CORRIDOR APPROVAL	( )	
FIELD SURVEY	(5)	2
PRELIMINARY DESIGN	( )	
DESIGN APPROVAL/FINAL EIS	( )	
RIGHT-OF-WAY DESCRIPTIONS	( )	
RIGHT-OF-WAY ACQUISITION	( )	
P.S. & E. DOCUMENTS	( )	

RECOMMENDED CONSTRUCTION DATE: 1982 (Region) _____ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
North approach - A/C Pavement	2"	0
Base - Crushed Rock	6"	0

7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING ...Consultant.....	27,000	
RIGHT OF WAY		
TRAFFIC CONTROL	72,000*	
ILLUMINATION		
STRUCTURES .....Net.....	261,500*	
RAILROAD		
ROADWAY	5,000	
OTHER _____		
Const. ENGINEERING & CONTINGENCIES .....4.0%.....	135,400	
PROJECT TOTAL	500,900	

SUBMITTED BY Loren W. Wolfer

Form 81-734-3039

7698

(YRB0001)

OREGON STATE HIGHWAY DIVISION

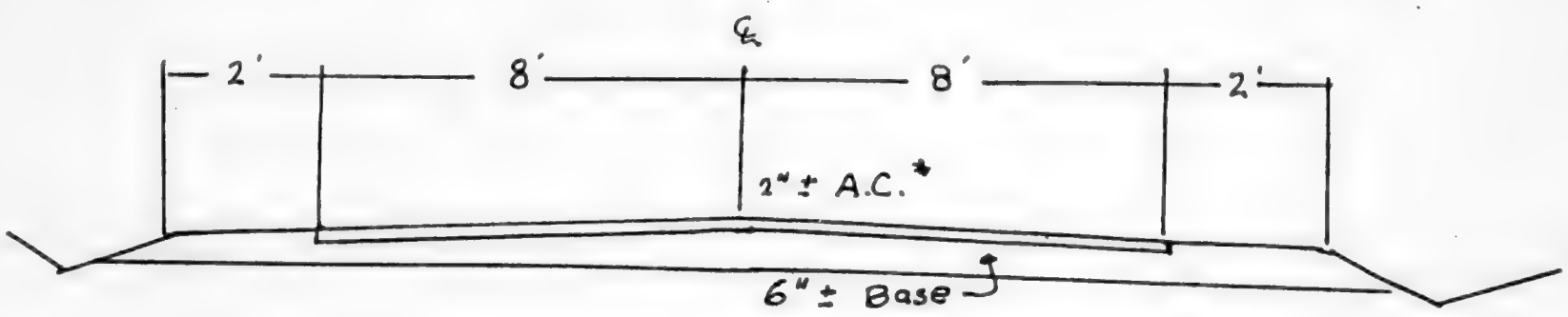
AUTHORITY FOR SURVEY

Section Yaquina R (Chitwood) Bridge - County Bridge #427-B-1 Date 5/14/ 1981

Highway County Road #427 Authorization No. 1

County Lincoln #21 Survey Prefix 221-19
(Assigned by Salem office)

Description of termini, route, length, etc.: The project is located on the county road 100 feet south of the Corvallis-Newport Highway opposite MP 16.92.



* North approach only.
South approach unpaved.

Purpose of survey:

Provide funds for the preparation of plans, specifications and cost estimate. The engineering work to be done by consultant.

Estimate of Costs:

Resident Engineer	(901)	$ 200
Loal Government	(903)	500
Consultant Fees	(904)	~~12,140~~ 39000
Final Design	(905)	500
Project Management	(920)	100
Specifications	(921)	2,000
Environmental	(923)	100
Foundation Investigations	(926)	500
Free Br. Design To Co.	(927)	10,000

increase for consult to do environm. work

43900
10 000
33900(20%) = $6780

3-7-8
$ 43900

Approved by Comm 1-27-81 OROS 375,000

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned

Submit separate order for each survey.

RECEIVED
DEC 8 1981
LOCATION SECTION

Total estimated cost of survey . . . . . $ ~~26,040~~

Previous authorization . . . . . .

Additional authorization requested . . . . . .

Additional authorization approved (Salem) . . . . . .

Total all authorizations approved (Salem) . . . . . .

Requests made by:

Field Engineer

Recommended for Approval:

Location Engineer

Recommended for Approval:

Regional Engineer

Approved:

Assistant State Highway Engineer

SP*19780-734

9678

OREGON STATE HIGHWAY DIVISION
PROJECT CLASSIFICATION

A. Project Identification:

Section Yaquina River (Chitwood) Bridge
Highway County No. 427
County Lincoln
Region 2
(Attach Project Location Map)

Date April 28, 1981
City Chitwood Hwy. No. C427
Begin M.P. .01 Length 160'
Program Estimate $375,000
Funding Source HBR

B. Purpose, Need, and Description of Project (Describe Alternatives):

Reconstruction of covered bridge. Existing bridge was built in 1924 and is in poor condition. Load rating is 6 tons, inadequate for trucks and school busses. The bridge will become unsafe for all traffic within the next few years if repair or replacement is not undertaken. Alternatives are to reconstruct the existing bridge in place, or to replace it in the same location with a new concrete bridge. It is estimated that the bridge can be reconstructed and preserved at a cost comparable to constructing a replacement bridge.

C. Recommended Project Classification:

Project Class		Documentation
_____	I	Draft and Final EIS
X	II	Categorical Exclusion
_____	III	Environmental Assessment

Other Documentation:

__ Wetlands Finding	__ Noise Study Report
__ Cultural Resource Survey	__ Indirect Source Construction Permit
__ Section 106 Procedures	__ Section 4(f) Determination

Basis for Recommended Classification:

Proposed project is the reconstruction of the existing covered bridge in its present location.

D. Descriptions:

	Existing Facility	Proposed Facility
Number of Traffic Lanes	1	1
Median (Yes/No)	No	No
Shoulders (Yes/No, Paved/Gravel)	No	No
Average Daily Traffic (Volume and Year)	25 est. (1981)	50 est. (2000)
Alignment (New, Combined, Existing)	Existing	Existing
Speeds (Posted and Estimated)	None/15 mph	None/15 mph

(12-15-80)

E. Preliminary Identification of Environmental Impacts:

1. Estimated Right-of-Way Impacts:

Acres	0
Estimated Number of Parcels	0
Residential Relocation (No.)	0
Business Relocation (No.)	0

Describe:

All work will be done within the existing right-of-way.

2. Estimated Impact on Land Use:

None. Proposed project is reconstruction of existing bridge.

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety:

Slight increase in volume when existing bridge is made adequate for trucks and busses. Increase in safety will result from structural improvements.

4. Estimated Impact on Rivers, Streams, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:

None, except for some minor temporary effects during construction. These will be minimized to the extent possible and will be governed by applicable permit restrictions.

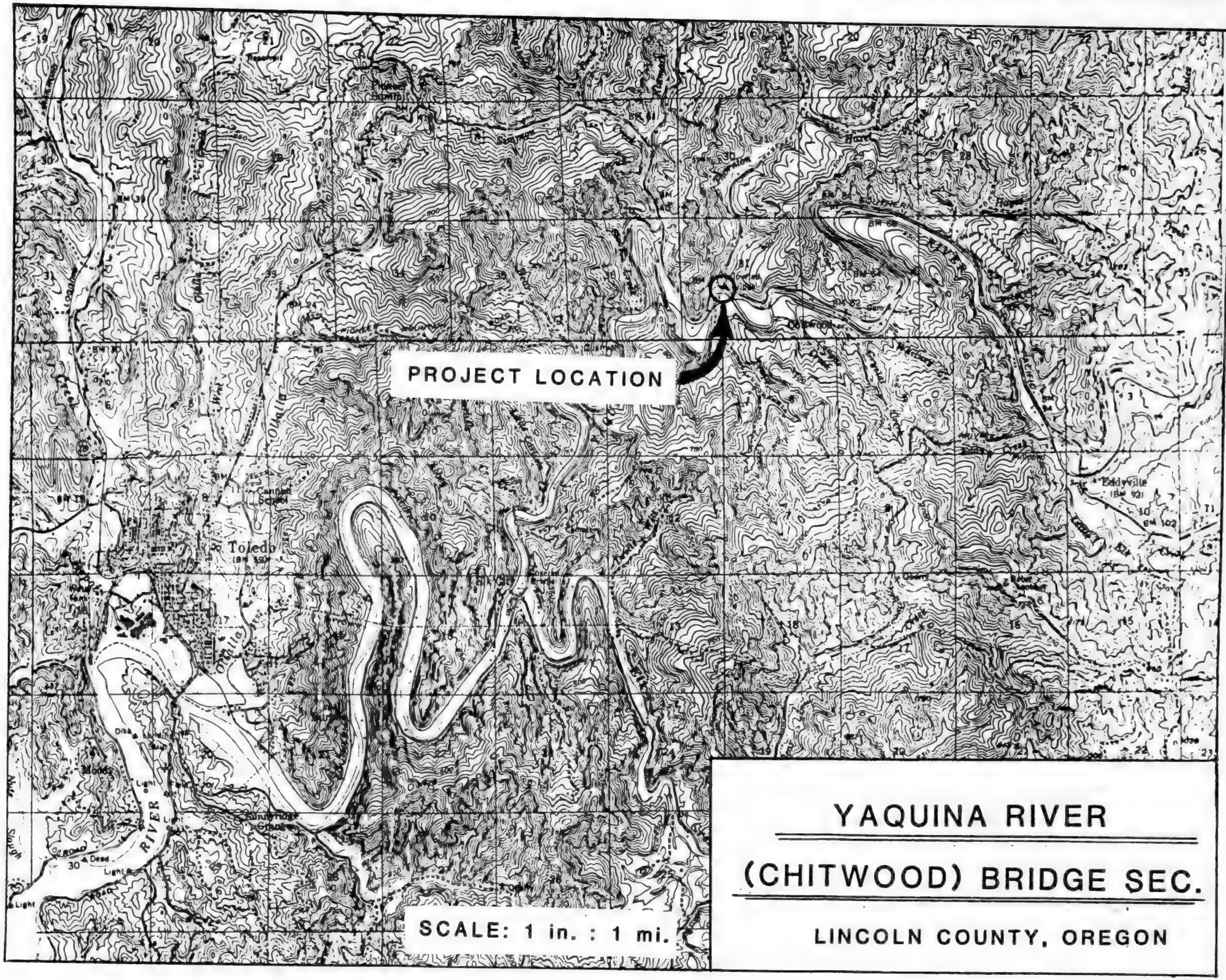
5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:

Existing bridge is listed in Oregon Register of Historic Bridges. Restoration will preserve the historic structure.

6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:

Removal of the covered bridge, and the expenditure of a large sum of money on its preservation, are both potentially controversial issued.

Name of Preparer and Phone Number: (Willis G. Worcester) OBEC Consulting Engineers , (503) 683-6090



YAQUINA RIVER

(CHITWOOD) BRIDGE SEC.

LINCOLN COUNTY, OREGON

REGION 2 ENGINEER
RECEIVED
MAY 7 1981
RLE RME RTE
RE RCE THV RFE
ULE LEO RBO

74-78

FEDERAL AID PROJECT REQUEST

Applicant Agency Lincoln County Date April 28, 1981
Request for: Off-System ____, FAS-C ____, FAUS ____ Project HBR X
Federal Aid Route No. ____ Route Name County Road No. 427
Project Name Chitwood Bridge, County Bridge No. 427-B-1

Project Length 160' Project Location (Attach sketch map)
Project Description Reconstruction of existing covered wooden bridge. Existing bridge was built in 1924 and is in poor condition. Load rating of 6 tons is inadequate for trucks and school busses.

Average Daily Traffic 25 est. Design Speed 15

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 16' Travel Lanes 1 Shoulders None
Medians None Parking
Sidewalks None
Remarks South approach road unpaved.

2. Desired Roadway Cross Section: (Attach sketch)

Width 16' Travel Lanes 1 Shoulders None
Medians None Parking None
Curbed No Length Curb Radii N/A
Sidewalk/Bikeway None
Remarks

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 40' Minimum 40' Maximum 40'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ____ No X

3. Will additional right-of-way be needed? Yes ____ No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No ____
Remarks

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None

2. Proposed Signalization:

Location None

Type

Phases

Type of Suspension

Interconnected

Remarks

3. Permanent Signing:

Include in project or by applicant? By applicant

4. Permanent Striping:

Include in project or by applicant? By applicant

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

None

2. Proposed Illumination:

Location None

Type

Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location 100' south of O.S.H. #20, Section 31, T10S, R9W, W.M.

Type Covered wooden bridge , Bridge No. 427-B-1

Approach Roadway Width 16' Shoulder Width None

Length 153' Width 16'-0" O.O. Deck, 28'-0" O.O. House

To remain in place? Yes

2. Proposed Structure:

Location Same as existing

Approximate Size: Length Same Width Same

Are sidewalk/bikeways desired? No

Are any utilities to be attached to structure? No

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? No

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes X No

   Name of Railroad Burlington Northern
   Existing Crossing Protection None-Crossbucks only

2. Will existing railroad crossing be altered? No

   Remarks Crossing is outside proposed project limits.

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — Lincoln County Board of Commissioners Office
2. Environmental — Lincoln County Board of Commissioners Office
3. Public Hearing — Lincoln County Board of Commissioners Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant ____ State ____ Consultant X

2. Project construction engineering to be performed by:

Applicant_____ State_____ Consultant___X_____

3. Will applicant perform any work prior to or after award of contract?
Yes___X_____ No_____
If "yes," describe briefly: Applicant will provide permanent signing and striping.

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 5,000
Right-of-way costs (if participating)	--
Traffic control	72,000
Illumination	
Structures	228,000
Railroad (OSHD Monitoring,	--
Other Foundation Investigation, Legal, Etc.)	10,000
Preliminary engineering & Construction Engr.	60,000
PROJECT TOTAL	$ 375,000

Remarks_____

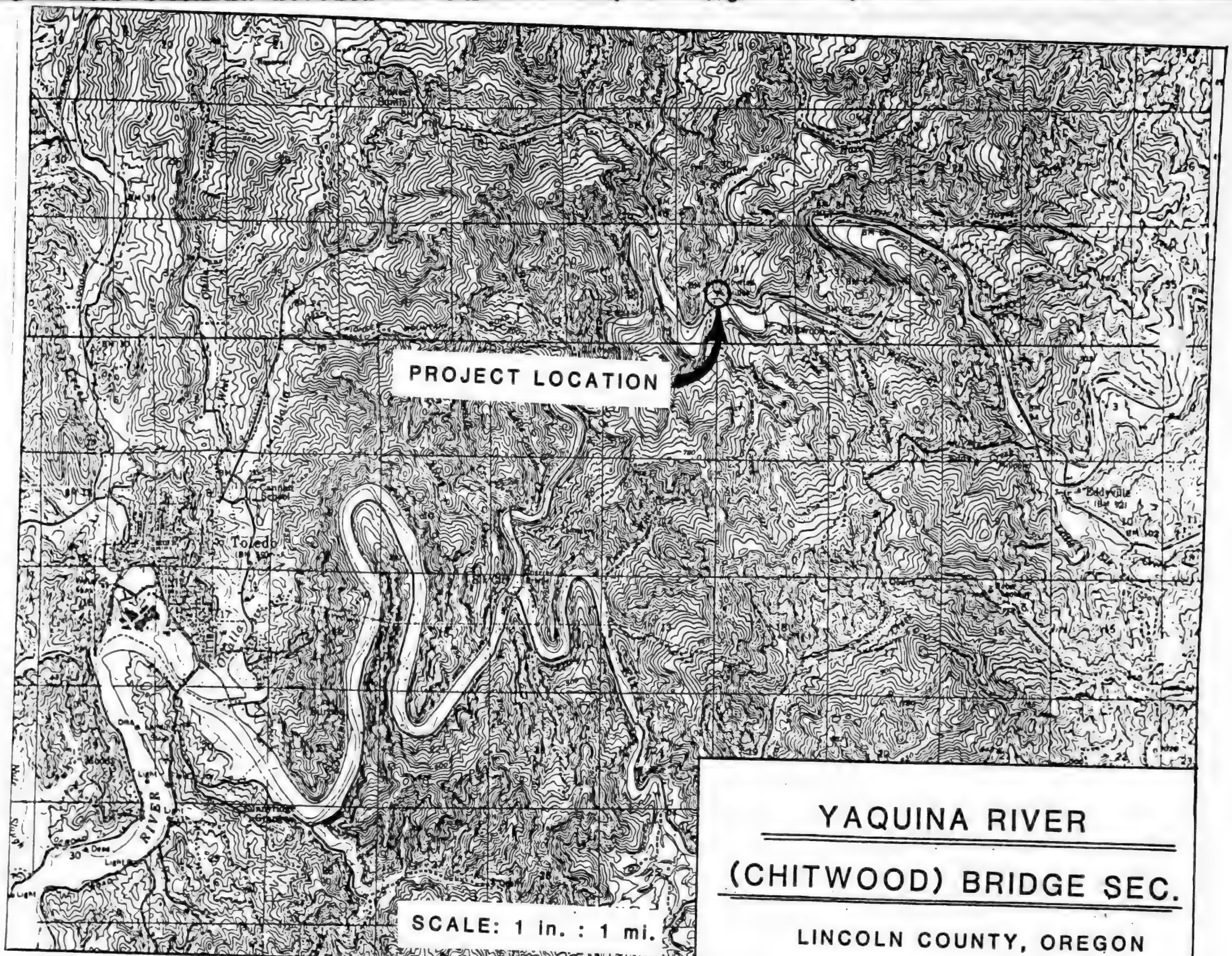
THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF _____ and/or Lincoln COUNTY

By_____ By [signature]

By_____ By [signature]

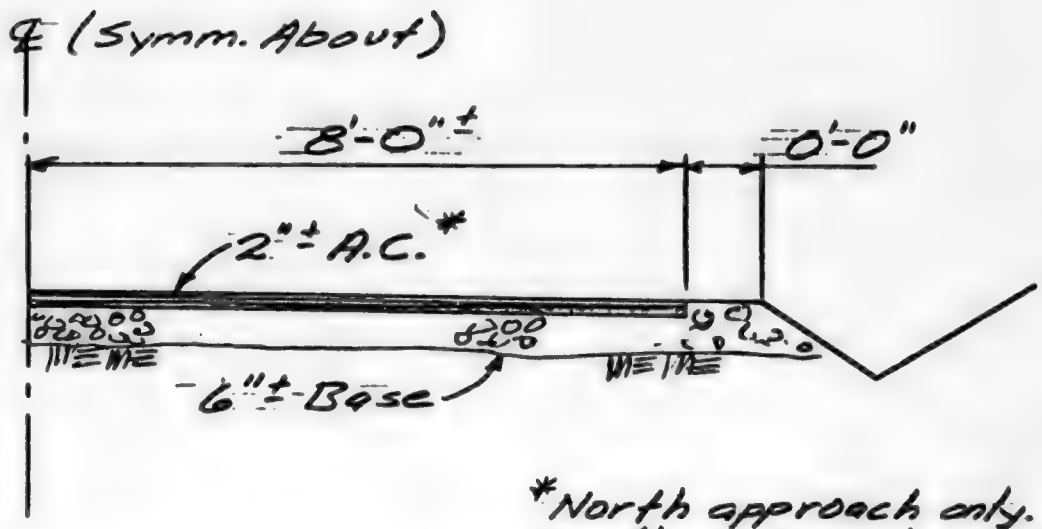
By [signature]



YAQUINA RIVER

(CHITWOOD) BRIDGE SEC.

LINCOLN COUNTY, OREGON



*North approach only.
South approach unpaved.

NEW & EXISTING ROADWAY

No Scale

YAQUINA RIVER

(CHITWOOD) BRIDGE SEC.

LINCOLN COUNTY, OREGON

REGION 2 ENGINEER
RECEIVED
MAY 7 1981
RLE RCE RME RTE ROE
RE RCE RME RTE ROE
ULE GEO REO ENV RFE

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 2
2960 E. STATE STREET, SALEM, OREGON 97310 PHONE 378-2626

February 25, 1981

Joe Steere
County Engineer
Public Service Bldg.
210 SW 2nd
Newport, OR 97365

Dear Mr. Steere:

The Highway Bridge Replacement Advisory Committee selected the Yaquina River (Chitwood) and Drift Creek N. (Gorton Rd.) Bridges for funding under the Highway Bridge Replacement Program. The Oregon Department of Transportation Commission approved the project at the January 27, 1981, meeting.

Cost of replacements are estimated to be $375,000 and $150,000. Local match required is twenty percent.

Please submit project requests or advise if you do not wish to pursue the projects. I've enclosed two copies each of the required forms for your use.

Very Truly Yours,

Phillip O. Stearns
REGION FEDERAL AID ENGINEER

POS/rgb
cc: D.H. Moehring

PROJECT MANAGEMENT BRANCH
ASHE ☒ STE ☐
PLE ☐ RE ☐ PRE ☐
FEB 26 1981
REFERRED TO _____
FOR _____
FILE: PM FA LG.

1983 Santiam Hwy. at Wheeler Street (Lebanon) (Traffic signal installation) 9699

4697

CST

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

OSHD (H S Coulter)

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Linn	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
2-12-85	Bill Kappus, Area Engineer		FG-21-1(15)
COMPLETION DATE (Actual)	**ACCEPTANCE DATE BY CONRTACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
3-30-84	9-28-84	100 %	Spec. Date 3-31-84
LOCATION			
See Below			

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: ***The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.***

SANTIAM HIGHWAY @ WHEELER STREET
SANTIAM HIGHWAY (LEBANON)
Traffic Signal Installation

This project provided for the installation of a traffic signal at the intersection of the Santiam Highway and Wheeler Street in Lebanon, Oregon.

There were no major overruns or underruns and no contract claims.

A final inspection of the completed project was made July 17, 1984.

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
FEB 22 '85
REFER TO
Fredrickson
FOR
Info | Invest | R/D | O/R | Sign | Act | File

CY
2/25

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed By WILLIAM H. KAPPUS Area Engineer Bill Kappus		**SIGNATURE** G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	**DATE** 2/19/85	**TITLE** Field Operations Engineer	**DATE** 2/21/85

October 5, 1984

United States Fidelity and Guaranty Co.
PO Box C19104
Seattle, WA 98109

CON 5
#9699

Gentleman or Ladies:

On October 4, 1984, we wrote to you concerning release of final payment on Contract No. 9699 awarded to Cherry City Electric, Inc. for traffic signal installation on the Santiam Highway at Wheeler Street (Lebanon) in Linn County.

Final payment on this contract is $800.50. The total contract amount is $35,279.01 including $2,289.51 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
cc: Cherry City Electric, Inc.
635 17th Street, SE
Salem, OR 97301

bc: C. O. Fredrickson
Walt Hart
Duane Christensen

9699

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594

FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: September 28, 1984

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract	9699, On Site Work Substantially Completed March 30, 1984
All Work Completed	May 22, 1984
Project	Santiam Hwy. @ Wheeler St. (Lebanon)
Highway	Santiam
County	Linn
Type of Work	Traffic Signal Installation
Contractor	Cherry City Electric, Inc.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

October 4, 1984 - Letter written to surety.

noted Rungreen

RECEIVED
OCT 2 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1307

Contains Recycled Materials

VICTOR ATIYEH
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

Region 2

2960 STATE STREET, SALEM, OREGON 97310 PHONE 378-2626

June 4, 1984

RECEIVED
STATE HWY ENGR
JUN 5 '84
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

In Reply Refer To
File No.:

The Honorable Mae Yih
State Senator
Rt. 2 Box 274-L
Albany, OR 97321

Dear Senator:

On February 24, 1984, at our meeting in your office at the capitol building, I agreed to keep you advised on a quarterly basis on projects in your senate district. The following is an update of those you were interested in:

Queen Avenue-Tangent
Albany-Junction City Highway

(Grade, Pave) $7.4 Million

This project is in the developmental portion of the Six-Year Program. Funds are available to complete the Final Environmental Impact Statement and to develop the final plans for the first phase of the project. Construction funds are not available at this time.

The final EIS is to be completed in June 1984. Upon approval we will also receive design approval, which will allow us to proceed with right of way acquisition and to prepare the final contract plans for the first phase, which will be the Queen Avenue-Allen Lane unit.

The Six-Year Program calls for preparation of plans and purchase of right-of-way by fiscal year 1988 for the first phase.

The project is on schedule.

Lake Creek-Pacific Highway
ORE 34 Corv allis-Lebanon Highway

(Grade, Pave, Structures) $16 Million

This project is in the developmental portion of the Six-Year Program. Funds are available to complete the Final EIS, purchase

F

right of way and prepare contract plans. Funds are not available for construction at this time.

The Final EIS is scheduled for completion in July of 1984. The Six-Year Program calls for final plans and right of way to be purchased by fiscal year 1988.

The project is on schedule.

Liberty Road-Sweet Home
Santiam Highway

Est. Cost $8,300,000

This project is in the developmental portion of the Six-Year Program. Final plans to be completed in fiscal year 1986. Construction funds are not available at this time.

Santiam Highway @ Wheeler St. (Lebanon)
Santiam Highway

(Signal)

Project construction is complete.

N.C.L. Lebanon-SPRR Crossing
Santiam Highway

(Grade, Pave, Storm Sewer) Est. Cost $1,594,000

Survey location work about complete. Presently scheduled for contract in the third quarter of Fiscal Year 1985. (Jan-Feb-Mar 1985.)

Albany/Corvallis Highway @ Scenic Drive

(Left-Turn Refuge) Est. Cost $252,000

Scheduled for contracting in Fiscal Year 1986.

I will send you a copy of the Final Environmental Impact Statement for the Queen Avenue-Tangent Section and the Lake Creek-Pacific Highway Section when they are available.

The next quarterly report will be made the first part of September 1984.

Sincerely,

ORIGINAL SIGNED
DUANE O. CHRISTENSEN
D. O. Christensen
REGION 2 ENGINEER

XXXXXXXXXXXXXXXXXXXX

DOC/rgb

BC: Fred D. Miller
H. S. Coulter
W. E. Schwartz
E. S. Hunter
J. B. Boyd
J. H. Versteeg
Cam Gilmour
Walt Hart
Gary Potter

9699

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Santiam Hwy At Wheeler St.(Lebanon)		WEEK ENDING: May 5, 1984
		SECTION PREFIX: 22-1020
HIGHWAY: Santiam		COUNTY: Linn
NAME OF JOB: Santiam Hwy @ Wheeler St.(Lebanon)	KIND OF WORK: Traffic Signal Installation	
CONTRACTOR: Cherry City Electric, Inc.	CONTRACT NUMBER: 9699	FEDERAL AID PROJECT NUMBER: FG-21-2(15)
DATE OF CONTRACT: Aug. 16, 1983	DATE WORK STARTED: Feb. 21, 1984	ESTIMATED COMPLETION DATE: March 31, 1984
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 46,744.63	SPECIFIED COMPLETION DATE: March 31, 1984	PERCENT OF TIME ELAPSED
EXCLUSIVE OF ENGINEERING: $ 42,662.13	ENGINEERING AUTHORIZATION $ 4,082.50	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 41,000.00	ENGINEERING COST TO DATE $ 4,006.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 90
ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %	PERCENT OF AUTHORIZATION 98 %	DATE PROJECT WAS COMPLETED:

Semifinal Estimate will be submitted Monday, May 7, 1984

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Traffic signals
						100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

pkup____, Van____, boom truck____, ladder truck____, auger truck____, concrete saw____, compressor____

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

CE ..... CAE ..... RECEIVED LS ..... TC .....
COE ..... OM ..... SA ..... CC .....
CA ..... MAY 9 1984 FE .....
CAM ..... MA .....
CP ..... CONSTRUCTION QCS .....
LEO ..... SECTION FILE .....

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY April 30, 1984	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

No work this week.

SEMI-FINAL ESTIMATE WILL BE SUBMITTED MONDAY, MAY 7, 1984.

PROJECT COMPLETED.

FINAL REPORT

Visitors to project:

Next week:

SIGNED _____ LOCATION Corvallis

H N Van Cleave, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NO. 10-154	FEDERAL-AID PROJECT AGREEMENT	Oregon
		County: Linn
		Project No.: FG-21-2(15)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Santiam Hwy. at Wheeler St. (Lebanon)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-20-83	0.00
OTHER *(Specify)*		

FUNDS PRO RATA 100.00%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 46,744.00	$ 46,744.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Mary R. Potter

Manager, Program Section
(Title)

By XX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

_____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator OCT 21 1983

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, September 20, 1983

Federal Aid Project No. FG-21-2(15)

Santiam Hwy. at Wheeler St. (Lebanon)
Santiam Highway
Linn County

Project Agreement Estimate

Type Code Y031
Traffic Signal (1 Location)

Temporary Protection and Direction of Traffic	All Required		$ 500.00
Temporary Signs	104 Sq.Ft.	5.00	520.00
Temporary Barricades	4 Each	35.00	140.00
Flagmen	80 Hour	10.00	800.00
Construction Survey Work	All Required		1,700.00
Sidewalk Ramps	4 Each	350.00	1,400.00
Traffic Signal Installation, Complete	All Required		29,940.00
			$35,000.00

Anticipated Items

Permanent Pavement Striping	All Required	$ 2,900.00
Remove Pavement Striping (Existing & Temporary)	All Required	300.00
State Furnished Software	All Required	700.00
Signal Controller Testing	All Required	1,425.00
Signal Turn-on	All Required	500.00
		$ 5,825.00
	Subtotal	$40,825.00
	Engineering	5,919.00
	Total	$46,744.00

Length of Project 0.00 Mi.

Federal Funds 100% $46,744.00

Group 1 - 91%; Group 8 - 9%
Contract No. 9699
Preix 22-1901
Preix 22-1020

DAR bkb

rll 9677

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPRO .L AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. See below S	
2. STATE PROJECT NO. See below	
3. FROM Dale E. Wilken, Division Administrator FHWA - Oregon Division 9-17-83	4. PROGRAM NO.
	5. ITEM NO. various
2A. COUNTY NAME See below	

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
8/19/83	Various	Various

10. GENERAL LOCATION:

See Projects below

11. GENERAL DESCRIPTION OF WORK

Force Account and Extra Work - "Anticipated Items" as shown in "PS&E" Estimate

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's letters dated 8/19/83 for the following projects you are authorized to proceed with those items shown in your "PS&E" Estimate for each project "Anticipated Items" by State Forces and Extra Work as being cost effective.

The above authorization will not require any additional obligation of funds.

HES-27-1(10)	F-2-3(11)
F-70(3)	BRF-2-5(11)
HES-A333(1)	IX-0000(53)
F-1(30)	HES-27-2(13)
IX-9822(8)	FG-21-2(15)
F-13(11)	F-35(12)
F-86(5)	HES-24(35)
F-29(10)	BHF-2-1(19)
IX-26(32)	F-12(4)

Orig. to 8/31

RECEIVED
STATE HWY ENGR
AUG 30 '83
REFER TO Potter
FOR

Info	Invest	R/D	D/R	Sign	Act	File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
8/19/83	W. K Hessmer	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9277

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.	2. STATE PROJECT NO.
FG-21-2(15)	See below

3. FROM	4. PROGRAM NO.	5. ITEM NO.	2A. COUNTY NAME
Dale E. Wilken, Division Administrator FHWA - Oregon Division		30034	Linn

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
7/20/83	Primary 21	Primary 16

10. GENERAL LOCATION:

Santiam Highway at Wheeler Street (Lebanon) Section

11. GENERAL DESCRIPTION OF WORK

Traffic signals

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☒ CONSTRUCTION -- ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Mr. Potter's 7/18/83 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $53,900 Federal Funds.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
JUL 25 '83
REFER TO
Potter
FOR

Info	Invest	R/D	D/R	Sign	Act	File

Original sent to 7/25

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
7/20/83		for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

- 2241

5

March 14, 1983

City of Lebanon
City Hall
Lebanon, OR 97355

AGR

Attention: Jim Thompson
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 2241

Gentlemen:

Attached for your files is a fully executed copy of an agreement to install traffic control signal equipment on the Santiam Highway at Wheeler Street.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

Attachment

fkn:ah

bc: Don Harwell (agreement attached)

9677

5

LEBANON CITY HALL

925 MAIN STREET, P.O. BOX 247
LEBANON, OREGON 97355 (503) 258-3185

ADMINISTRATION • FINANCE • COMMUNITY DEVELOPMENT

February 15, 1983

REGION 2 ENGINEER
RECEIVED
FEB 16 1983
RE
RE RCE RME RTE RCE
ULE GEO RSO ENV RPE

Phillip O. Stearns
Region Federal Aid Specialist
State Highway Division
2960 E. State Street
Salem, OR 97310

Dear Phil:

Enclosed please find three copies of the signed construction-finance agreement for the installation of traffic signals at intersection of the Santiam Highway and Wheeler Street, together with three copies of the Resolution passed by the City Council on February 9th authorizing the signing of the same.

If you need any further documentation from us, please advise. We will look forward to receipt of our fully executed copy for our records.

Yours truly,

James D. Thompson,
City Administrator

PROGRAM MANAGEMENT SECTION
DHM DES
SHM MJK DNH
FEB 22 1983
REFERRED TO
FOR
FILE: PM FA LG.

9411

5

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
ENV 3

October 28, 1982

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

RE: Project Classification
Santiam Highway @ Wheeler Street
Santiam Highway
Linn County
F-21-2(-)

Dear Mr. Wilken:

Attached is a project environmental classification for the subject project. The proposed project would involve installation of a traffic signal at the intersection of the Santiam Highway and Wheeler Street. It is our opinion that the project is appropriately classified as Class II, Categorical Exclusion, according to the 1978 Council on Environmental Quality guidelines. Your concurrence is requested.

Very truly yours,

Gary A. Potter, Manager
Environmental Section

GAP:lb

Attachments (3)

for Division Administrator 11/4/82 Date

FHWA OREGON DIVISION

ENVIRONMENTAL SECTION
November 4, 1982

cc: J. B. Boyd (3)
J. H. Versteeg (4)
B. L. Gifford (2)
D. H. Moehring
L. E. George
W. J. Hart
C. T. Keasey
F. E. Terpin
Local Programs Unit
Phil Lewellyn
Surfacing Design
General Files
C. O. Frederickson
Mike Schultz
William Fretwell
John Gunter

RECEIVED
NOV 2 1982
OREGON DIVISION

Form 734-3122

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION

Santiam Hwy. @ Wheller St. (Lebanon)

REGION

2

ESTIMATED RIGHT-OF-WAY IMPACTS

Impacts on right-of-way will be minor. If right-of-way is required, it would be used for signal poles and signal controllers.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

None

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

This project will move a mid-block school signal to the closest intersection @ Santiam Hwy. and Wheeler Street. Traffic safety should be improved at both locations with the signal installation at the intersection.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

None

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

Signal poles would be moved to new locations on the Lebanon Middle School property.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

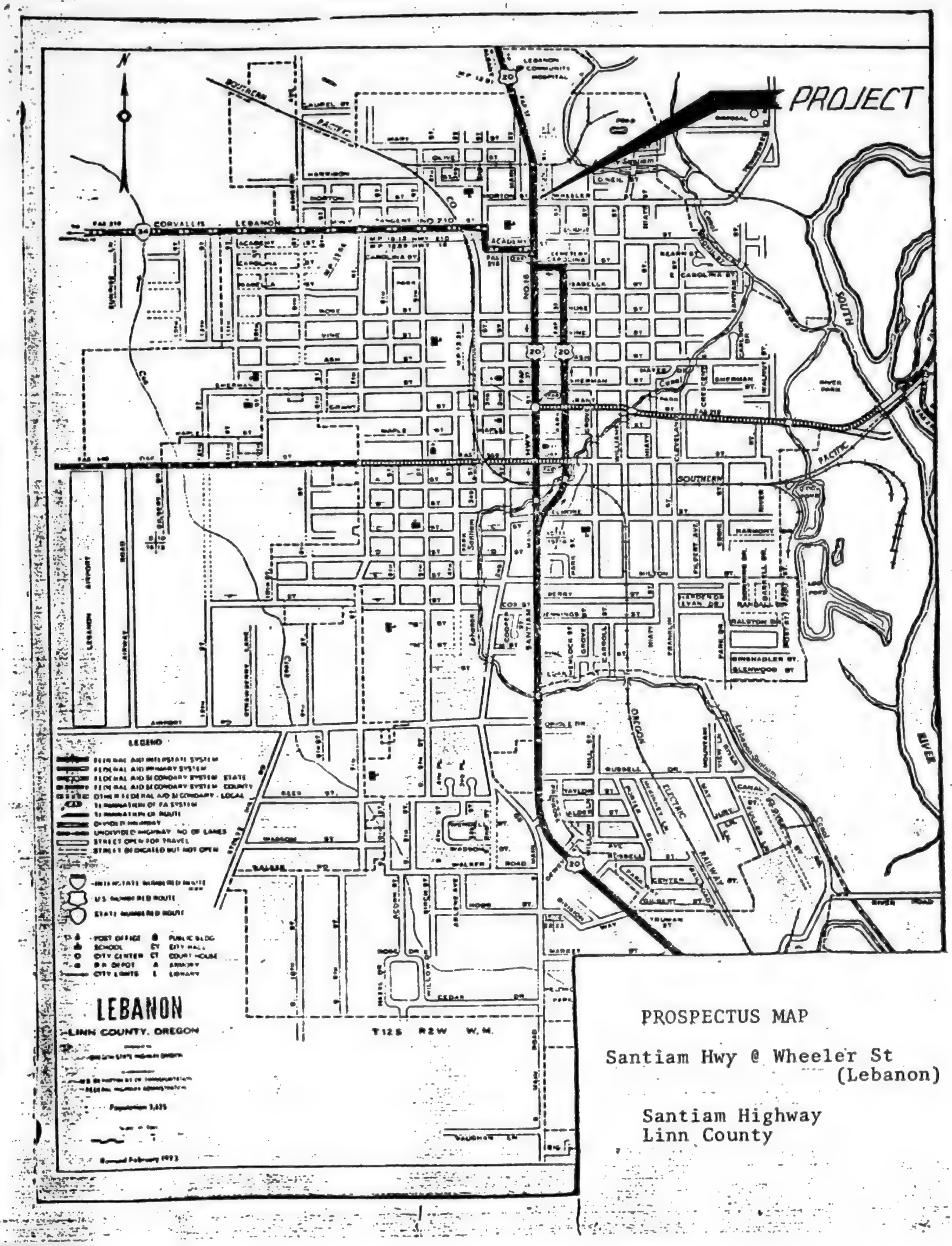
☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

Cultural resource

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X Michael K Shultz	378-2626	



PROSPECTUS MAP

Santiam Hwy @ Wheeler St
(Lebanon)

Santiam Highway
Linn County

October 25, 1983

DES 17
ORG 9
CON

Cherry City Electric, Inc.
635 - 17th Street S.E.
Salem, OR 97301

Construction Survey Work Study
Santiam Highway at Wheeler Street
Contract No. 9699

By now you are probably aware the Highway Division is conducting a study to determine the advantages and disadvantages of including survey work as part of select construction contracts. One goal of this study is to provide a balanced and objective evaluation of such work presently under contract.

To help ensure that this goal is achieved, we need your help.

Please respond to the enclosed questions and share with us your thoughts and feelings concerning this experimental program. Your responses will be reviewed and incorporated into our final report, anonymously. A self-addressed, stamped envelope is provided for your convenience and to facilitate an early return of the questionnaire.

Thank you for your help. If, during this study, you have any questions or comments, please call me at 378-6318, or Steve Macnab at 378-6385.

D. O. Christensen, P.E.
Construction Operations Engineer

Enclosure

DOC:SHM:kkr

Versteeg
Anderson
Adams
Macnab
Stoudenmayer
Turpin
Trout
Wehrmeister

RECEIVED
OCT 24 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ____/____/____
Action

RESPONDENT: Contractor_____ Surveyor_____ State P. M._____

CONSTRUCTION SURVEY WORK STUDY

Pre-Advertisement Period

Prior to our advertising your project, were you aware of the proposed legislation to contract out State employee functions to the private sector?

If so, what were your feelings/opinions about this type of contracting?

Pre-Bid Period

What were your thoughts, perceptions, and feelings concerning the scope of the proposed work?

Did you attend the pre-bid conference?

CONSTRUCTION SURVEY WORK STUDY (Continued)

Pre-Construction Conference

After the pre-construction conference, were your perceptions of what was expected of you during construction the same as after the pre-bid period?

Construction Period

How do you feel about doing this survey work?

CONSTRUCTION SURVEY WORK STUDY (Continued)

Construction Schedule

Are you experiencing difficulties coordinating survey work with construction work?

How do you feel your project is progressing? Do you anticipate any problems at this point?

At this point, are you in favor of contracting survey work?

EST PROSPECTUS
4 — SURVEY AUTHORITY

16

SEE INSTRUCTIONS ON REVERSE

Linn County

KEY ID#

Santiam Hwy @ Wheeler St (Lebanon)
Santiam Highway

REGION: 2

SURVEY AUTHORITY #16

AUTHORIZATION NO.: 1

PREFIX: 22-1901

DATE: 10-14-82

	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901	PROJECT MANAGER	$	$ 2,500	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902	CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903	LOCAL GOVERNMENT			918 LOCATION			935 SOILS		
904	CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		500
905	FINAL DESIGN		1,500	920 PROGRAM MANAGEMENT		300	937 HYDRAULICS		
906	BRIDGE DESIGN			921 SPECIFICA-TIONS		2,500	938 REGION ENVIRONMENT		
907	PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909	RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910	REGION GEOLOGIST		500	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911	TRAFFIC SECTION		3,000	925 AIR MONITORING			960 PERSONAL LEAVE		
912	LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913	RIGHT-OF-WAY LIAISON		500	927 FREE BRIDGE DESIGN					
914	REGION UTIL-ITY LIAISON			932 RAILROAD & UTILITIES		200			
							TOTALS	$ 11,300	$ 11,300
							PREVIOUS AUTHORIZATION		$
							ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER: F-21-2(14)

LOCATION ENGINEER'S REMARKS: Approved Through P.S.E Doc

Prepare plans, specifications and cost estimate for removing existing pedestrian signal and installing new signal at the intersection of Santiam Highway and Wheeler Street in Lebanon.

This is project No. 245 on the 82-87 H.I.P.

RECEIVED
1983
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up / /
Action

PREPARED BY: on HIP	DATE: 10-14-82	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS: X	DATE: 12/6/82
RECOMMENDED, REGION ENGINEER: X by	DATE: 10-27-82	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES: X	DATE: 12-6-82
RECOMMENDED, LOCATION ENGINEER: X	DATE: 12/1/82	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE: 12-22-82	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 - PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID #:

SECTION: Santiam Hwy @ Wheeler St (Lebanon)

REGION: 2

STATE HIGHWAY #	HIGHWAY NAME	MILE POST	LENGTH
16	Santiam	FROM 12.70 TO 12.88	0.18 mi

☒ URBAN ☐ RURAL | CITY: Lebanon | COUNTY: Linn | ROAD/STREET NAME: Main Street

ROUTE #: 20 | FEDERAL AID #: 21 | APPLICANT (IF OTHER THAN STATE):

COST ESTIMATES (000's)

PRELIMINARY ENGINEERING	$ 8	
RIGHT OF WAY	$	
ROADWAY	$	
STRUCTURES	$	
SIGNALS	$ 37.2	
ILLUMINATION	$	
TEMPORARY PROTECTION	$	
	$	
40% ENGINEERING & CONTINGENCIES	$ 14.8	
TOTAL CONSTRUCTION	$ 52	
TOTAL ESTIMATE	$ 60	

PROJECT DATA

GRADING	(✓)	
PAVING	(✓)	
STRUCTURES	(✓)	
SIGNING	(✓)	
SIGNALS	(✓)	✓
ILLUMINATION	(✓)	
ENVIRONMENTAL CLASS	(1,2,3)	2
DESIGN CATEGORY	(1-7)	7
WORK TYPE	(1-12)	9

RIGHT OF WAY

FILES	(#)	2
ACRES	(#)	0.1
RELOCATIONS	(#)	0

WORK BY STATE/CONSULTANT/APPLICANT

PRELIMINARY ENGINEERING	(S,C,A)	S
CONSTRUCTION ENGINEERING	(S,C,A)	S
RIGHT OF WAY DESCRIPTIONS	(S,C,A)	S
RIGHT OF WAY ACQUISITIONS	(S,C,A)	S

CONSTRUCTION BY

☑ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE ☐ OTHER

FINANCING/PROGRAMMING: RECOMMENDED LETTING DATE (QUARTER/YEAR) 4 / 84 | RECOMMENDED FUNDING SOURCE: FA | RECOMMENDED PROGRAM YEAR: FY 1985

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION: N/A	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION: N/A	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)		
STRUCTURES (#)		
SIGNALS (#)		
BIKE PATH (Y/N)		
AVERAGE DAILY TRAFFIC	8,100	
YEAR OF AVERAGE DAILY TRAFFIC	1981	

DEFINE THE PROBLEM

PROPOSED SOLUTION

Install traffic signal at intersection of Santiam Highway and Wheeler St. Remove existing pedestria signal which is south of the intersectic This is Project No. 245 on the 82-87 HI

REQUESTED, REGION ENGINEER: X [signature] DATE: 10-27-82

APPROVED, ASST. HWY. ENG. FOR OPERATIONS: X DATE:

APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION: X DATE:

TRANSP COMM APPROVAL DATE: 1-19-82 | PROGRAM YEAR: 1985 | FUNDING: FA Primary

734-1911 (7-82)

PROJECT PROSPECTUS

PART : PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: Santiam Hwy @ Wheeler St (Lebanon)

REGION: 2

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	S	STORM SEWER	S	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	S
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	S
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	S	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	S	STATE LANDS	N	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N			SIGNALS	S	OLD (#) 1 / NEW (#)	1
						UTILITIES		(LIST BELOW)	

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
2	0	0	0

COMPANIES: Northwestern Telephone Systems, Inc
Pacific Power
City of Lebanon Sewer - Water
Cable TV

RIGHT-OF-WAY LIAISON		EASEMENTS (#)	0	ACCESS CONTROL (Y/N)	N	DESIGN SPEED: 35	DESIGN STANDARDS: AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING Santiam Hwy S of Intersection																
On Shldr	5'	C	—	6'	—	—	12'	—	12'	—	—	6'	—	C	5'	On Shldr
On Shldr	5'	C	9'	4'	—	—	12'	×	12'	—	—	4'	9'	C	5'	On Shldr
Proposed = Ext'g									PROPOSED Ext'g Santiam Hwy N of Intersecti							

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED
Location Engineer
Date 12/1/82

734-1912 (7-82)

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Santiam Hwy. @ Wheller St. (Lebanon)

REGION
2

ESTIMATED RIGHT-OF-WAY IMPACTS

Impacts on right-of-way will be minor. If right-of-way is required, it would be used for signal poles and signal controllers.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

None

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

This project will move a mid-block school signal to the closest intersection @ Santiam Hwy. and Wheeler Street. Traffic safety should be improved at both locations with the signal installation at the intersection.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

None

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

Signal poles would be moved to new locations on the Lebanon Middle School property.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

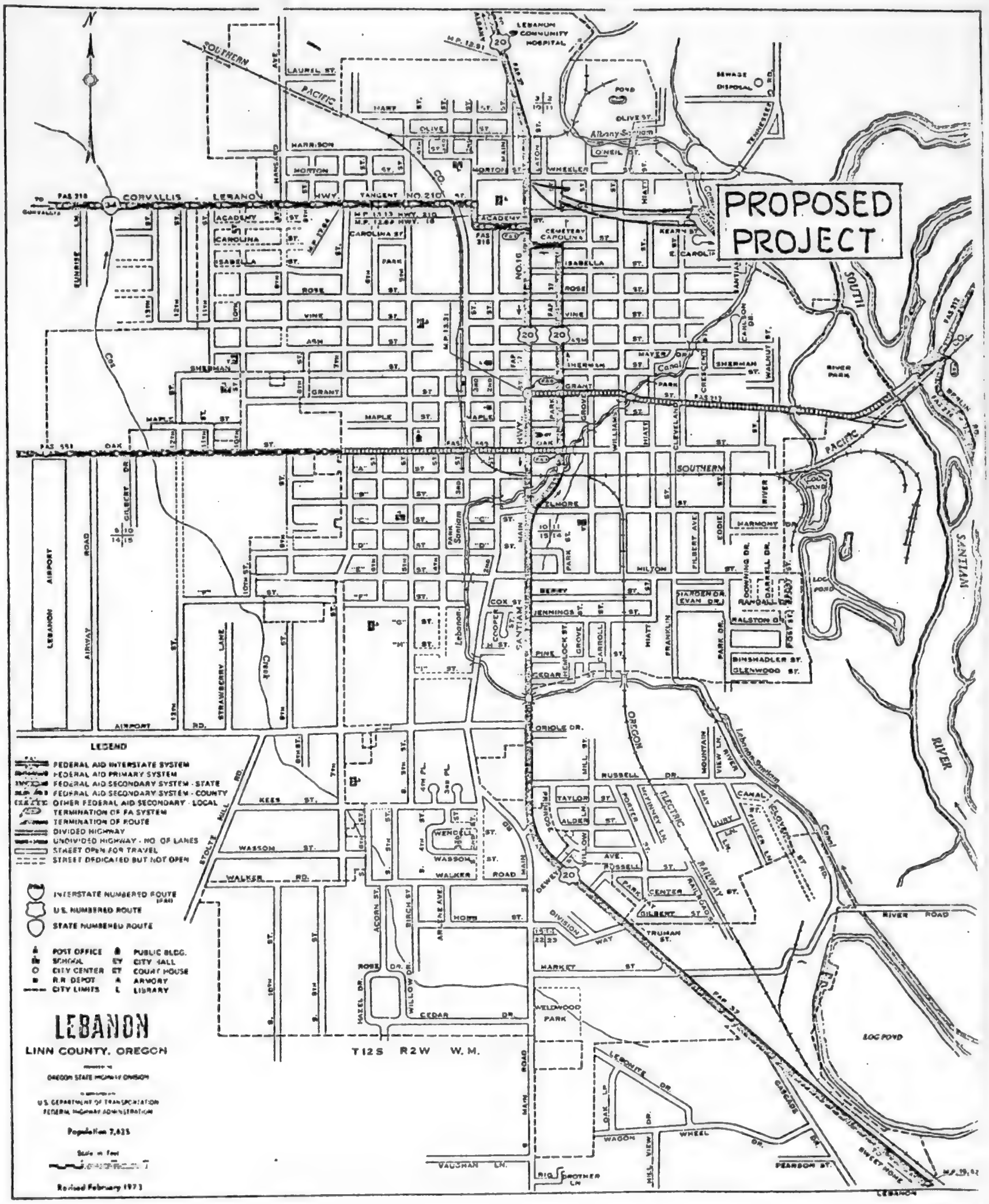
☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

Cultural resource

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X Michael K Schultz	378-2626	


PROPOSED PROJECT
LEBANON
LINN COUNTY, OREGON
T12S R2W W.M.
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM - STATE
FEDERAL AID SECONDARY SYSTEM - COUNTY
OTHER FEDERAL AID SECONDARY - LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY - NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS
PUBLIC BLDG.
CITY HALL
COURT HOUSE
ARMORY
LIBRARY
OREGON STATE HIGHWAY DIVISION
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Population 7,625
Scale in Feet
Revised February 1973
SOUTHERN PACIFIC
CORVALLIS - LEBANON HWY.
TANGENT NO. 210
M.P. 13.13 HWY. 210
M.P. 12.69 HWY. 16
LEBANON COMMUNITY HOSPITAL
SEWAGE DISPOSAL POND
Albany-Santiam Canal
SANTIAM RIVER
SOUTH SANTIAM RIVER
LOG POND
RIVER ROAD
AIRPORT ROAD
LEBANON AIRPORT
AIRWAY
STRAWBERRY LANE
STOLTZ HILL RD.
OREGON
Lebanon-Sweet Home Canal
RAILWAY
WELDWOOD PARK
LEBANON
SWEET HOME
LAUREL ST.
HARRISON
MORTON
OLIVE ST.
O'NEIL ST.
WHEELER
ACADEMY
CAROLINA ST.
CEMETERY
KEARN ST.
ISABELLA
ROSE
VINE
ASH
SHERMAN
GRANT
MAPLE
OAK
PARK
MAIN
HWY.
CLEVELAND
WILLIAMETTE
SOUTHERN PACIFIC
ELMORE
HARMONY
MILTON
BERRY
JENNINGS
COX ST.
COOPER
PINE
CEDAR
HEMLOCK ST.
GROVE
CARROLL
FRANKLIN
PARK DR.
HALSTON DR.
BINSHADLER ST.
GLENWOOD ST.
ORIOLE DR.
MILL ST.
RUSSELL DR.
MOUNTAIN VIEW LN.
TAYLOR
ALDER
PORTER
McKINNEY LN.
ELECTRIC
MAIN
JURY
CANAL
FULLER LN.
WILLOW
DEWEY
CENTER
PARK PLACE
GILBERT ST.
TRUMAN ST.
DIVISION WAY
MARKET ST.
HOBB ST.
ARLENE AVE.
ACORN ST.
BIRCH ST.
ROSE DR.
HAZEL DR.
WILLOW DR.
CEDAR DR.
WASSOM ST.
WALKER RD.
KEES ST.
WENDELL
LEBANON
MAIN ROAD
LEBANON-SWEET HOME
OAK LP
WAGON WHEEL DR.
MISS VIEW DR.
PEARSON ST.
VAUGHAN LN.
BIG BROTHER LN.
GARDNER
EVAN DR.
DOWNING DR.
RANDALL
POST ST.
FILBERT AVE.
EDDIE
RIVER
CRESCENT
WALNUT ST.
MAYEN DR.
FAIRVIEW DR.
BERLIN RD.
FAS 211
FAS 213
FAS 216
FAS 217
FAS 219
FAS 221
FAS 222
FAS 223
FAS 224
FAS 225
FAS 226
FAS 227
FAS 228
FAS 229
FAS 230
FAS 231
FAS 232
FAS 233
FAS 234
FAS 235
FAS 236
FAS 237
FAS 238
FAS 239
FAS 240
FAS 241
FAS 242
FAS 243
FAS 244
FAS 245
FAS 246
FAS 247
FAS 248
FAS 249
FAS 250
FAS 251
FAS 252
FAS 253
FAS 254
FAS 255
FAS 256
FAS 257
FAS 258
FAS 259
FAS 260
FAS 261
FAS 262
FAS 263
FAS 264
FAS 265
FAS 266
FAS 267
FAS 268
FAS 269
FAS 270
FAS 271
FAS 272
FAS 273
FAS 274
FAS 275
FAS 276
FAS 277
FAS 278
FAS 279
FAS 280
FAS 281
FAS 282
FAS 283
FAS 284
FAS 285
FAS 286
FAS 287
FAS 288
FAS 289
FAS 290
FAS 291
FAS 292
FAS 293
FAS 294
FAS 295
FAS 296
FAS 297
FAS 298
FAS 299
FAS 300
FAS 301
FAS 302
FAS 303
FAS 304
FAS 305
FAS 306
FAS 307
FAS 308
FAS 309
FAS 310
FAS 311
FAS 312
FAS 313
FAS 314
FAS 315
FAS 316
FAS 317
FAS 318
FAS 319
FAS 320
FAS 321
FAS 322
FAS 323
FAS 324
FAS 325
FAS 326
FAS 327
FAS 328
FAS 329
FAS 330
FAS 331
FAS 332
FAS 333
FAS 334
FAS 335
FAS 336
FAS 337
FAS 338
FAS 339
FAS 340
FAS 341
FAS 342
FAS 343
FAS 344
FAS 345
FAS 346
FAS 347
FAS 348
FAS 349
FAS 350
FAS 351
FAS 352
FAS 353
FAS 354
FAS 355
FAS 356
FAS 357
FAS 358
FAS 359
FAS 360
FAS 361
FAS 362
FAS 363
FAS 364
FAS 365
FAS 366
FAS 367
FAS 368
FAS 369
FAS 370
FAS 371
FAS 372
FAS 373
FAS 374
FAS 375
FAS 376
FAS 377
FAS 378
FAS 379
FAS 380
FAS 381
FAS 382
FAS 383
FAS 384
FAS 385
FAS 386
FAS 387
FAS 388
FAS 389
FAS 390
FAS 391
FAS 392
FAS 393
FAS 394
FAS 395
FAS 396
FAS 397
FAS 398
FAS 399
FAS 400
FAS 401
FAS 402
FAS 403
FAS 404
FAS 405
FAS 406
FAS 407
FAS 408
FAS 409
FAS 410
FAS 411
FAS 412
FAS 413
FAS 414
FAS 415
FAS 416
FAS 417
FAS 418
FAS 419
FAS 420
FAS 421
FAS 422
FAS 423
FAS 424
FAS 425
FAS 426
FAS 427
FAS 428
FAS 429
FAS 430
FAS 431
FAS 432
FAS 433
FAS 434
FAS 435
FAS 436
FAS 437
FAS 438
FAS 439
FAS 440
FAS 441
FAS 442
FAS 443
FAS 444
FAS 445
FAS 446
FAS 447
FAS 448
FAS 449
FAS 450
FAS 451
FAS 452
FAS 453
FAS 454
FAS 455
FAS 456
FAS 457
FAS 458
FAS 459
FAS 460
FAS 461
FAS 462
FAS 463
FAS 464
FAS 465
FAS 466
FAS 467
FAS 468
FAS 469
FAS 470
FAS 471
FAS 472
FAS 473
FAS 474
FAS 475
FAS 476
FAS 477
FAS 478
FAS 479
FAS 480
FAS 481
FAS 482
FAS 483
FAS 484
FAS 485
FAS 486
FAS 487
FAS 488
FAS 489
FAS 490
FAS 491
FAS 492
FAS 493
FAS 494
FAS 495
FAS 496
FAS 497
FAS 498
FAS 499
FAS 500
FAS 501
FAS 502
FAS 503
FAS 504
FAS 505
FAS 506
FAS 507
FAS 508
FAS 509
FAS 510
FAS 511
FAS 512
FAS 513
FAS 514
FAS 515
FAS 516
FAS 517
FAS 518
FAS 519
FAS 520
FAS 521
FAS 522
FAS 523
FAS 524
FAS 525
FAS 526
FAS 527
FAS 528
FAS 529
FAS 530
FAS 531
FAS 532
FAS 533
FAS 534
FAS 535
FAS 536
FAS 537
FAS 538
FAS 539
FAS 540
FAS 541
FAS 542
FAS 543
FAS 544
FAS 545
FAS 546
FAS 547
FAS 548
FAS 549
FAS 550
FAS 551
FAS 552
FAS 553
FAS 554
FAS 555
FAS 556
FAS 557
FAS 558
FAS 559
FAS 560
FAS 561
FAS 562
FAS 563
FAS 564
FAS 565
FAS 566
FAS 567
FAS 568
FAS 569
FAS 570
FAS 571
FAS 572
FAS 573
FAS 574
FAS 575
FAS 576
FAS 577
FAS 578
FAS 579
FAS 580
FAS 581
FAS 582
FAS 583
FAS 584
FAS 585
FAS 586
FAS 587
FAS 588
FAS 589
FAS 590
FAS 591
FAS 592
FAS 593
FAS 594
FAS 595
FAS 596
FAS 597
FAS 598
FAS 599
FAS 600
FAS 601
FAS 602
FAS 603
FAS 604
FAS 605
FAS 606
FAS 607
FAS 608
FAS 609
FAS 610
FAS 611
FAS 612
FAS 613
FAS 614
FAS 615
FAS 616
FAS 617
FAS 618
FAS 619
FAS 620
FAS 621
FAS 622
FAS 623
FAS 624
FAS 625
FAS 626
FAS 627
FAS 628
FAS 629
FAS 630
FAS 631
FAS 632
FAS 633
FAS 634
FAS 635
FAS 636
FAS 637
FAS 638
FAS 639
FAS 640
FAS 641
FAS 642
FAS 643
FAS 644
FAS 645
FAS 646
FAS 647
FAS 648
FAS 649
FAS 650
FAS 651
FAS 652
FAS 653
FAS 654
FAS 655
FAS 656
FAS 657
FAS 658
FAS 659
FAS 660
FAS 661
FAS 662
FAS 663
FAS 664
FAS 665
FAS 666
FAS 667
FAS 668
FAS 669
FAS 670
FAS 671
FAS 672
FAS 673
FAS 674
FAS 675
FAS 676
FAS 677
FAS 678
FAS 679
FAS 680
FAS 681
FAS 682
FAS 683
FAS 684
FAS 685
FAS 686
FAS 687
FAS 688
FAS 689
FAS 690
FAS 691
FAS 692
FAS 693
FAS 694
FAS 695
FAS 696
FAS 697
FAS 698
FAS 699
FAS 700
FAS 701
FAS 702
FAS 703
FAS 704
FAS 705
FAS 706
FAS 707
FAS 708
FAS 709
FAS 710
FAS 711
FAS 712
FAS 713
FAS 714
FAS 715
FAS 716
FAS 717
FAS 718
FAS 719
FAS 720
FAS 721
FAS 722
FAS 723
FAS 724
FAS 725
FAS 726
FAS 727
FAS 728
FAS 729
FAS 730
FAS 731
FAS 732
FAS 733
FAS 734
FAS 735
FAS 736
FAS 737
FAS 738
FAS 739
FAS 740
FAS 741
FAS 742
FAS 743
FAS 744
FAS 745
FAS 746
FAS 747
FAS 748
FAS 749
FAS 750
FAS 751
FAS 752
FAS 753
FAS 754
FAS 755
FAS 756
FAS 757
FAS 758
FAS 759
FAS 760
FAS 761
FAS 762
FAS 763
FAS 764
FAS 765
FAS 766
FAS 767
FAS 768
FAS 769
FAS 770
FAS 771
FAS 772
FAS 773
FAS 774
FAS 775
FAS 776
FAS 777
FAS 778
FAS 779
FAS 780
FAS 781
FAS 782
FAS 783
FAS 784
FAS 785
FAS 786
FAS 787
FAS 788
FAS 789
FAS 790
FAS 791
FAS 792
FAS 793
FAS 794
FAS 795
FAS 796
FAS 797
FAS 798
FAS 799
FAS 800
FAS 801
FAS 802
FAS 803
FAS 804
FAS 805
FAS 806
FAS 807
FAS 808
FAS 809
FAS 810
FAS 811
FAS 812
FAS 813
FAS 814
FAS 815
FAS 816
FAS 817
FAS 818
FAS 819
FAS 820
FAS 821
FAS 822
FAS 823
FAS 824
FAS 825
FAS 826
FAS 827
FAS 828
FAS 829
FAS 830
FAS 831
FAS 832
FAS 833
FAS 834
FAS 835
FAS 836
FAS 837
FAS 838
FAS 839
FAS 840
FAS 841
FAS 842
FAS 843
FAS 844
FAS 845
FAS 846
FAS 847
FAS 848
FAS 849
FAS 850
FAS 851
FAS 852
FAS 853
FAS 854
FAS 855
FAS 856
FAS 857
FAS 858
FAS 859
FAS 860
FAS 861
FAS 862
FAS 863
FAS 864
FAS 865
FAS 866
FAS 867
FAS 868
FAS 869
FAS 870
FAS 871
FAS 872
FAS 873
FAS 874
FAS 875
FAS 876
FAS 877
FAS 878
FAS 879
FAS 880
FAS 881
FAS 882
FAS 883
FAS 884
FAS 885
FAS 886
FAS 887
FAS 888
FAS 889
FAS 890
FAS 891
FAS 892
FAS 893
FAS 894
FAS 895
FAS 896
FAS 897
FAS 898
FAS 899
FAS 900
FAS 901
FAS 902
FAS 903
FAS 904
FAS 905
FAS 906
FAS 907
FAS 908
FAS 909
FAS 910
FAS 911
FAS 912
FAS 913
FAS 914
FAS 915
FAS 916
FAS 917
FAS 918
FAS 919
FAS 920
FAS 921
FAS 922
FAS 923
FAS 924
FAS 925
FAS 926
FAS 927
FAS 928
FAS 929
FAS 930
FAS 931
FAS 932
FAS 933
FAS 934
FAS 935
FAS 936
FAS 937
FAS 938
FAS 939
FAS 940
FAS 941
FAS 942
FAS 943
FAS 944
FAS 945
FAS 946
FAS 947
FAS 948
FAS 949
FAS 950
FAS 951
FAS 952
FAS 953
FAS 954
FAS 955
FAS 956
FAS 957
FAS 958
FAS 959
FAS 960
FAS 961
FAS 962
FAS 963
FAS 964
FAS 965
FAS 966
FAS 967
FAS 968
FAS 969
FAS 970
FAS 971
FAS 972
FAS 973
FAS 974
FAS 975
FAS 976
FAS 977
FAS 978
FAS 979
FAS 980
FAS 981
FAS 982
FAS 983
FAS 984
FAS 985
FAS 986
FAS 987
FAS 988
FAS 989
FAS 990
FAS 991
FAS 992
FAS 993
FAS 994
FAS 995
FAS 996
FAS 997
FAS 998
FAS 999
FAS 1000

PLA 6

January 12, 1982

The Honorable Robert G. Smith
Mayor of Lebanon
P. O. Box 247
Lebanon, OR 97355

Dear Mayor Smith:

Your letter of support for our proposed Six-Year Highway Improvement Program, in particular the two projects on US20 in Lebanon, is very much appreciated.

As you undoubtedly know, the first project, S.P.R.R. Crossing-Lebanon Ditch, has already gone to contract. Contract No. 9411 was awarded to Morse Brothers, Inc. of Lebanon on November 24, 1981 in the amount of $278,978.70 to do this work.

The traffic signal work at Wheeler Street is still in the latest revised version of our program for fiscal year 1985, which I fully expect the Commission to approve at their January 19 meeting.

Thanks again for your support.

Sincerely,

H. S. Coulter, P.E.
State Highway Engineer

bc: D. H. Moehring
C. O. Fredrickson

KO:bkc 1b

LEBANON CITY HALL

925 MAIN STREET, P.O. BOX 247
LEBANON, OREGON 97355
(503) 258-3185

ADMINISTRATION • FINANCE • COMMUNITY DEVELOPMENT

December 31, 1981

H. S. Coulter
State Highway Engineer
140 Transportation Building
Salem, OR 97310

Re: Proposed Six-Year Highway Improvement Program
Fiscal Years 1982 thru 1987

Dear Mr. Coulter:

The proposed Six-Year Highway Improvement Program shows two projects for Lebanon. These projects are:

1) U.S. Hwy. 20, S.P.R.R. Xing-Lebanon Ditch
Fiscal Year 1982, G-P Work
2) U.S. Hwy. 20, Santiam Hwy. @Wheeler St.
Fiscal Year 1985, Signal Work

Both projects are of great importance to the City of Lebanon. They both involve high volume roads with large numbers of loaded truck and trailer units. The safety of the general motoring public will be greatly improved and preserved with these two projects.

The City wishes to support both of these projects being in the program and will make whatever effort is necessary to pursue their completion.

Thank you for your concern and effort in retaining these projects in the State Highway Improvement Program.

Very truly yours,

Robert G. Smith,
Mayor

RGS/jw

RECEIVED
STATE HWY ENGR
JAN 4 '82
REFER TO
FOR
Info | Invest | R/D | D R | Sign | Act | File

cy to [illegible] due 1/14
1/4

1983 Vista Ridge Tunnel Sec., 9700 Sunset Hwy. in W. Portland. (Paving, barriers and loop detectors)

9700

TO BE COMPLETED BY FHWA	U.S. Department of Transportation Federal Highway Administration	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 5-54	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	State OREGON
PROJECT REPORT NUMBER	5-7-87	County Multnomah
MODIFICATION NUMBER 6		Project Number HES-27-2(13)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 18 , 1982 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 530,251.00	$ 546,288.00
Federal funds	$ 477,225.00	$ 491,659.00
Other revisions		

This modification is made for the following reasons:

To include increase in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 7TH day of MAY , 19 87 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

By For: Larry Rulien

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen File

Oregon State Highway Division
Salem, Oregon April 28, 1987

Federal-Aid Project No. HES-27-2(13)

Sunset Hwy. @ Vista Ridge Tunnel Section
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$ 50,000.00
	Total	$ 50,000.00

Type Code SFTY
Skid Proof Overlay (Sta. 30+00 to 48+00)(Contract No. 9700)

Total as on Estimate of November 10, 1986	$ 319,295.00

Type Code SFTY
Pavement Overlay & Traffic Loop Detector (Contract No. 10,270)

ITEM	UNIT	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Temp. Plastic Safety Markers	Each	$50.00	42	$2,100.00	51	$ 2,550.00
Install Elec. Conduit (PA #2)	---	---	---	---	Lump Sum	8,955.00
Type 1 Mono-Directional White Reflector (PA #3)	Each	5.00	---	---	110	550.00
Extend Conduit (PA #5)	---	---	---	---	Lump Sum	544.00
				$2,100.00		$ 12,599.00
					Increase	$ 10,499.00
			Subtotal from Estimate of November		10, 1986	121,694.34
					Subtotal	$132,193.34
					Engineering	19,829.66
					Total	$152,023.00

Length of Project ---------- 0.00 mi.

RETAIN IN RESERVE

Total as on Estimate of November 10, 1986 $ 24,970.00

SUMMARY OF FUNDS (90%)

Description	Appn Code	Sub Job	Total Cost	Federal Funds	State Funds
P.E.	141	011	$ 50,000.00	$ 45,000.00	$ 5,000.00
Skid Proof Overlay	141	011	319,295.00	287,365.00	31,930.00
Overlay	141	011	152,023.00	136,821.00 *	15,202.00
SUBTOTAL			$521,318.00	$469,185.00	$52,132.00
Reserve	141	011	24,970.00	22,473.00	2,497.00
TOTAL			$546,288.00	$491,659.00	$54,629.00

Sub-Job 010 = 0%; Sub-Job 011 = 100%
Contract No. 09700
Prefix: C026-1947
C026-1035

Sub-Job 010 = 0%; Sub-Job 011 = 100%
Contract No. 10,270*
Prefix: C026-1947
C10270

DDB:me

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA		
MONTHLY TRANSACTION NUMBER: 11-230	U.S. Department of Transportation, Federal Highway Administration	State: Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County: Multnomah
MODIFICATION NUMBER: 5		Project Number: HES-27-2(13)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 18, 19 82, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 510,220.00	$ 530,251.00
Federal funds	$ 459,197.00	$ 477,225.00
Other revisions		

This modification is made for the following reasons:

To include increases in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 16th day of NOV, 19 85

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Joseph A. Speight

for Manager, Program Section
(Title)

By For: Larry Rulien

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen. Files

Oregon State Highway Division
Salem, Oregon November 10, 1986

Federal-Aid Project No. HES-27-2(13)

Sunset Hwy. @ Vista Ridge Tunnel Section
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$50,000.00
	Total	$50,000.00

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT	
Type Code SFTY						
Skid Proof Overlay (Sta. 30+00 to Sta. 48+00)(Contract No. 9700)						
Subtotal as on Estimate of February 23, 1984					$288,162.00	
				Engineering	31,133.00	
				Total	$319,295.00	
Type Code SFTY Contract No. 10270						
Pavement Overlay & Traffic Loop Detector						
Type II Non-Reflective White Buttons (PA #3B)	$3.10	---	---	400	$ 1,240.00	
Class "C" AC Mix (PA #4A)	---	---	$40,000.00	---	58,291.02	
			$40,000.00		$59,531.02	
				Increase		$ 19,531.02
			Subtotal from Estimate of May 8, 1986			102,163.34
				Subtotal		$121,694.36
				Engineering		14,291.66
				Total		$135,986.00

Length of Project ---------- 0.0 miles

Retain in Reserve

Total as on Estimate of May 8, 1986 $ 24,970.00

SUMMARY OF FUNDS (90%)

Description	Appn Code	Group	Total Cost	Federal Funds	State Funds
P.E.	141	011	$ 50,000.00	$ 45,000.00	$ 5,000.00
Skid Proof Overlay	141	011	319,295.00	287,365.00	31,930.00
Overlay	141	011	135,986.00	122,387.00 *	13,599.00
SUBTOTAL			$505,281.00	$454,752.00	$50,529.00
Reserve	141	011	24,970.00	22,473.00	2,497.00
TOTAL			$530,251.00	$477,225.00	$53,026.00

Sub-Job 010 = 0%; Sub-Job 011 = 100%
Contract No. 9700
Prefix: C026-1947 (P.E.)
Prefix: C026-1035 (Const.)

Sub-Job 010 = 0%; Sub-Job 011 = 100%
Contract No. 10,270*
Prefix: C026-1947 (P.E.)
Prefix: C10270 (Const.)

RLC:me

9700.

N

TO BE COMPLETED BY FHWA		
MONTHLY TRANSACTION NUMBER 7-428	U.S. Department of Transportation **Federal Highway Administration**	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**
PROJECT REPORT NUMBER		
MODIFICATION NUMBER 4		7-20-82

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

State	Oregon
County	Multnomah
Project Number	HES-27-2(13)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 18 , 19 82 is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 515,925.00	$ 510,220.00
Federal funds	$ 464,332.00	$ 459,197.00
Other revisions		

Trace in #10,270

This modification is made for the following reasons:

To release funds for use on other projects

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 30TH day of JUL , 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

XXX For: Larry Rulien

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

Oregon State Highway Division
Salem, Oregon July 23, 1986

Federal-Aid Project No. HES-27-2(13)

Sunset Hwy. @ Vista Ridge Tunnel Section
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$ 50,000.00
	Total	$ 50,000.00

Type Code SFTY
Skid Proof Overlay (Sta. 30+00 to Sta. 48+00)(Contract No. 9700)

Subtotal as on estimate of February 23, 1984		$288,162.00
	Engineering	31,133.00
	Total	$319,295.00

Type Code SFTY
Pavement Overlay & Traffic Loop Detector

Total as on estimate of May 8, 1986	$115,955.00

Length of Project ---------- 0.0 miles

Retain in Reserve

Pavement Markers	All Required	$ 12,000.00
Temporary 170 Controller	All Required	10,000.00
	SUBTOTAL	$ 22,000.00
	Engineering	2,970.00
	Total	$ 24,970.00

SUMMARY OF FUNDS (90%)

Description	Appn Code	Group	Total Cost	Federal Funds	State Funds
P.E.	141	011	$ 50,000.00	$ 45,000.00	$ 5,000.00
Skid Proof Overlay	141	011	319,295.00	287,365.00	31,930.00
Overlay	141	011	115,955.00	104,359.00	11,596.00
SUBTOTAL			$485,250.00	$436,724.00	$48,526.00
Reserve	141	011	24,970.00	22,473.00	2,497.00
TOTAL			$510,220.00	$459,197.00	$51,023.00

Sub-Job 010 = 0%; Sub-Job 011 - 100%
Contract No. 9700
Prefix: C026-1947 (P.E.)
Prefix: C026-1035 (Const.)

RLC:me

Sub-Job 010 = 0%; Sub-Job 011 = 100%
Contract No. 10270
Prefix: C026-1947 (P.E.)
Prefix: C10270 (Const.)

9700

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NUMBER 5-93
PROJECT REPORT NUMBER
MODIFICATION NUMBER 3

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

5-19-86

State	OREGON
County	MULTNOMAH
Project Number	HES-27-2(13)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 18 , 19 82 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 375,000.00	$ 515,925.00
Federal funds	$ 337,500.00	$ 464,332.00
Other revisions		

This modification is made for the following reasons: Adding 2nd Contract.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 14TH day of MAY , 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

By XX FOR: Larry Rulien

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON MAY 8, 1986

FEDERAL AID PROJECT NO. HES-27-2(13)

SUNSET HWY. @ VISTA RIDGE TUNNEL SECTION
MULTNOMAH COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE P.E.
PRELIMINARY ENGINEERING

Preliminary Engineering	All Required	$ 50,000.00
	TOTAL	$ 50,000.00

TYPE CODE SFTY
SKID PROOF OVERLAY (Sta. 30+00 to Sta. 48+00)(Contract No. 9700)

Total same as previous estimate of February 23, 1984	$325,000.00

TYPE CODE SFTY
PAVEMENT OVERLAY & TRAFFIC LOOP DETECTOR

Mobilization	Lump Sum	All	Lump Sum	$ 9,500.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	12,000.00
Temporary Signs	Sq. Ft.	371	7.50	2,782.50
Temporary Barricades	Each	8	75.00	600.00
Temporary Plastic Safety Markers	Each	42	50.00	2,100.00
Sequential Arrow Signs	Each	2	2,000.00	4,000.00
Flaggers	Hour	120	1.00	120.00
Class "C" Asphalt Concrete	Ton	1,000	40.00	40,000.00
Adjusting Inlets	Each	30	50.00	1,500.00
Loop Detector Installations, Complete	Lump Sum	All	Lump Sum	26,565.00
				$ 99,167.50

ANTICIPATED ITEMS

Temporary Pavement Striping	All Required	$ 900.00
Statistical Asphalt Bonus	All Required	1,600.00
EEO/Labor Compliance Monitoring (0.5%)	All Required	495.84
		$ 2,995.84
	SUBTOTAL	$102,163.34
	Engineering	13,791.66
	TOTAL	$115,955.00

Length of Project ---------- 0.0 mi.

RETAIN IN RESERVE

Pavement Markers	All Required	$ 12,000.00
Temporary 170 Controller	All Required	10,000.00
	SUBTOTAL	$ 22,000.00
	Engineering	2,970.00
	TOTAL	$ 24,970.00

SUMMARY OF FUNDS (90%)

DESCRIPTION	APPN CODE	GROUP	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
P.E.	141	011	$ 50,000.00	$ 45,000.00	$ 5,000.00
Skid Proof Overlay	141	011	325,000.00	292,500.00	32,500.00
Overlay	141	011	115,955.00	104,359.00	11,596.00
SUBTOTAL			$490,955.00	$441,859.00	$49,096.00
Reserve	141	011	24,970.00	22.473.00	2,497.00
TOTAL			$515,925.00	$464,332.00	$51,593.00

Sub Job 010: 0%; Sub Job 011: 100%
Contract No. 9700
Prefix: C026-1947 (PE)
Prefix: C026-1035 (Const.)

Sub Job 010: 0%; Sub Job 011: 100%
Contract No. 10270
Prefix: C026-1947 (PE)
Prefix: C10270 (Const.)

DRH:pf

9700

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NUMBER: 3-52		Oregon
PROJECT REPORT NUMBER:	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County: Multnomah
MODIFICATION NUMBER: 2	3-8-84	Project Number: HES-27-2(13)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 18 , 19 82 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 297,520.00	$ 375,000.00
Federal funds	$ 267,768.00	$ 337,500.00
Other revisions		

This modification is made for the following reasons: to include increase in construction costs, and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 8th day of March , 1984 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

XXXX For? H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon February 23, 1984

Federal-Aid Project No. HES-27-2(13)

Vista Ridge Tunnel Section
Sunset Highway
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering		All Required		$ 50,000.00

Type Code SFTY
Skid Proof Overlay (Sta. 30+00 to Sta. 48+00)

Subtotal of previous estimate of 9/13/83 $ 218,080.00

Previous Estimate

Flagman	300	Hour	25.00	$ 7,500.00
Class "C" Asphalt Conc.	1,000	Ton	15.00	15,000.00
Class "E" Asphalt Conc.	500	Ton	20.00	10,000.00
Conc. Shoulder Barrier	2,514	Lin. Ft.	22.00	55,308.00
Asphalt Cement in Mix	90	Ton	163.00	14,670.00
				$ 102,478.00

Revised Estimate

Flagman	420	Hour	25.00	$ 10,500.00
Class "C" Asphalt Conc.	1,277	Ton	15.00	19,155.00
Class "E" Asphalt Conc.	676	Ton	20.00	13,520.00
Conc. Shoulder Barrier	2,723	Lin. Ft.	22.00	59,906.00
Asphalt Cement in Mix	113	Ton	163.00	18,419.00
Relocate Underground Conduit (E.W.O. #2)		All Required		6,000.00
Pavement Grinding (P.A. #2)	11,265	Sq. Yd.	4.00	45,060.00
				$ 172,560.00

Increase	$ 70,082.00
Subtotal	$ 288,162.00
Engineering	36,838.00
Total	$ 325,000.00

SUMMARY OF FUNDS (90.0%)

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 50,000.00	$ 45,000.00	$ 5,000.00
Skid Proof Overlay	325,000.00	292,500.00	32,500.00
Total	$ 375,000.00	$ 337,500.00	$ 37,500.00

Group 1 100%
Contract No. 9700
Prefix: 26-1947
Prefix: 26-1035

RHZ:bkb

9700

STATE COPY

5

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NUMBER 10-64		Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Multnomah
MODIFICATION NUMBER 1		Project Number HES-27-2(13)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 18 , 19 82 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 50,000.00	$ 297,520.00
Federal funds	$ 45,000.00	$ 267,768.00
Other revisions		

This modification is made for the following reasons: adding construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 12th day of October , 1983 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon September 13, 1983

Federal-Aid Project No. HES-27-2(13)

Vista Ridge Tunnel Section
Sunset Highway
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PENG
Preliminary Engineering

Preliminary Engineering	All Required		$ 50,000.00

Type Code SFTY
Skid Proof Overlay (Sta. 30+00 to Sta. 48+00)

Mobilization	All Required		$ 20,500.00
Temporary Protection and Direction of Traffic	All Required		6,000.00
Temporary Signs	371 Sq. Ft.	12.00	4,452.00
Temporary Barricades	8 Each	100.00	800.00
Temporary Plastic Safety Markers	42 Each	40.00	1,680.00
Flagmen	300 Hour	25.00	7,500.00
Sequential Arrow Signs	2 Each	2,000.00	4,000.00
Removal of Structures and Obstructions	All Required		5,000.00
Class "C" Asphalt Concrete Mixture	1,000 Ton	15.00	15,000.00
Class "E" Asphalt Concrete Mixture	500 Ton	20.00	10,000.00
Portland Cement or Lime Additive in Class "E" Mixture	5 Ton	70.00	350.00
Asphalt Cement in Mixture	90 Ton	163.00	14,670.00
Emulsified Asphalt in Seal Coat	6 Ton	200.00	1,200.00
Aggregate in Seal Coat	50 Ton	20.00	1,000.00
Concrete Median Barrier Standard	786 Lin. Ft.	20.00	15,720.00
Concrete Shoulder Barrier, Standard	615 Lin. Ft.	20.00	12,300.00
Concrete Shoulder Barrier, Modified	2,514 Lin. Ft.	22.00	55,308.00

Guard Rail End Piece Terminal Connectors	1	Each	500.00	500.00
Granular Material in Barrier	300	Cu. Yd.	15.00	4,500.00
4-inch Concrete Surfacing	500	Sq. Yd.	15.00	7,500.00
Adjusting Manholes	3	Each	200.00	600.00
Adjusting Inlets	56	Each	200.00	11,200.00
Loop Detector and Conduit Installation, Complete		All Required		15,000.00
				$ 214,780.00

Anticipated Items

Permanent Pavement Striping	All Required		$ 1,800.00
Temporary Pavement Striping	All Required		1,500.00
			$ 3,300.00
		Subtotal	$ 218,080.00
		Engineering	29,440.00
		Total	$ 247,520.00

Length of Structure 0.0 mi.

Retained in Program

Variable Message Sign	All Required	$ 500.00
Temporary Signs (Additional)	All Required	200.00

SUMMARY OF FUNDS (90%)

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 50,000.00	$ 45,000.00	$ 5,000.00
Skid Proof Overlay	247,520.00	222,768.00	24,752.00
Total	$ 297,520.00	$ 267,768.00	$ 29,752.00

Group 1 100%
Contract No. 9700
Prefix: 26-1947
Prefix: 26-1035

Vista Ridge Tunnel Section
Nonparticipating-State Work

. State Responsibility for . Damages	All Required	$ 15,000.00

9700

B

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NO.
10-126

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

OMB No. 04-R2089

FEDERAL-AID PROJECT AGREEMENT

10-18-82

State: Oregon
County: Multnomah
Project: HES-27-2(13)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 26, 1 mi. E. of Wash. Co. Line, E. 2 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	10-5-82	0.0
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*		

ESTIMATED TOTAL COST OF PROJECT	FUNDS
	FEDERAL FUNDS 90.0%
$ 50,000.00	$45,000.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by
Division Administrator 10-18-82

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen File

Oregon State Highway Division
Salem, Oregon October 13, 1982

Federal-Aid Project
No. HES-27-2(13)

Sunset Hwy. @ Vista Ridge Tunnel Section
Sunset Hwy. in Multnomah County

PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$50,000.00
	TOTAL	$50,000.00

Length of Project --------- 0.0 mi.

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 50,000.00	$ 45,000.00	$ 5,000.00
Retain in Program			
Contract Work	550,000.00	495,000.00	55,000.00
TOTAL	$660,000.00	$540,000.00	$60,000.00

Group 1 100%
Prefix: 26-1947

jc cc: OSHD (Rulien) STATE COPY

9700

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

4-86 #9700

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1	Multnomah	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
FEB 4 '86	C.O. Fredrickson, Const. Engr.	HES-27-2(13)

COMPLETION DATE (Actual)	ACCEPTANCE DATE BY CONRTACT AGENCY	TIME ELAPSED	CONTRACT TIME
10-18-83	6-10-85	100 %	10-31-83

LOCATION

Vista Ridge Tunnel Section of the Sunset Highway, west of Portland.

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

RECEIVED
STATE HWY ENGR
FEB 18 '86
REFER TO
Fredrickson
FOR

Info	Invest	R/D	D/R	Sign	Act	File

1. Description of Improvement as Programed:

   A. Construction of asphalt concrete pavement.

   B. Construction of concrete median and shoulder barrier.

   C. Installation of conduits, junction boxes and loop detectors for future surveillance system.

   D. Performance of such additional and incidental work as is called for by the specifications and plans.

2. Contractor's Name: R. A. Hatch Co.

3. Contract Amount: $279,585.43

NOTED
W. E. SCHWARTZ

4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

Signature (SHD Official) C. O. Fredrickson

Title Construction Engineer

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: Original Signed by T. P. LOWE		SIGNATURE	
TITLE: Area Engineer	DATE: FEB 11 1986	TITLE: Field Operations Engineer	DATE: FEB 14 1986

FORM FHWA 1446B (Rev. 2-84) PREVIOUS EDITIONS MAY BE USED.

June 25, 1985

Industrial Indemnity Company
421 SW Sixth Avenue
Portland, OR 97204

CON 5
#9700

Gentlemen or Ladies:

On June 13, 1985, we wrote to you concerning release of final payment on Contract No. 9700 awarded to R. A. Hatch Co. for work on the Vista Ridge Tunnel Section of the Sunset Highway in Multnomah County.

Final payment on this contract is $3,319.52. The total contract amount is $279,585.43 including $5,405.44 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
cc: R. A. Hatch Co.
PO Box 6179
Bend, OR 97708

bc: C. O. Fredrickson
Walt Hart
E. L. Hardt

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: HES-27-2(13)

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 20153

2A. COUNTY NAME: Multnomah

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 1/24/85

8. FEDERAL ROUTE NUMBER: Primary 27

9. STATE ROUTE NUMBER: Primary 47

10. GENERAL LOCATION:

Vista Ridge Tunnel Section

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* Program Change See Below

13. REMARKS

As requested by Mr. Potter's letter of 1/17/85 the program change is approved adding:

1. Preliminary Engineering through PS&E for Class B asphaltic concrete overlay with Styrelf seal (or equal) and replace traffic detector loops.

Also, as requested you are authorized to proceed with the above work with no obligation of additional Federal funds.

RECEIVED
STATE HWY ENGR
FEB 7 '85
REFER TO
Potter
FOR
Rte | Rives | R/D | D/R | Sig | Act | File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
2/5/85	D. K. Hessmer	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: January 17, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Item No. 20153
Project No. HES-27-2(13)
Sunset Hwy. @ Vista Ridge Tunnel Sec.
Sunset Highway
Multnomah County

I request your approval for all phases of preliminary engineering thru PS&E stage for Class "B" asphaltic concrete overlay with Styrelf seal and replace traffic detector loops for future variable message sign under this project. No increase in obligated federal funds at this time.

The frictional resistance within this section of highway has diminished to the point of high risk for multi-vehicle, sight-distance related accidents. An earlier phase of work on this project called for a skid resistance overlay. The overlay material ravelled and did not work. The next step was to grind the surface requiring removal of loops for advance warning signs of tunnel blockage. Maintenance is still a problem for this section.

DRH:bkb
Attachments
cc: L.E. George
General Files

Form 734-3122

9700

rll

U. S. DEPARTMENT OF TRANSPORT/ FEDERAL HIGHWAY ADMINISTR, ON

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: HES-27-2(13)

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

1-14-85

4. PROGRAM NO.:

5. ITEM NO.: 20153

2A. COUNTY NAME: Multnomah

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 1/4/84

8. FEDERAL ROUTE NUMBER: Primary 27

9. STATE ROUTE NUMBER: Primary 47

10. GENERAL LOCATION:

Vista Ridge Tunnel

11. GENERAL DESCRIPTION OF WORK

Revised costs for FO #2

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* See Below

13. REMARKS

As requested by Mr. Fredrickson's letter of 1/4/84 the revised costs for SFO #2 to a TEC of $13,042; Federal Funds $11,738 are approved, contingent upon modification of Project Agreement if additional funds are required.

(Increase TEC $8,042; Federal Funds $7,238)

RECEIVED
STATE HWY ENGR
JAN 14 '85
REFER TO
Potter
FOR

Info	Insp	R/D	D/R	Sign	Act	File

ONG. to 1/15

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
1/14/85	D. K. Hoesner	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: November 8, 1984

In Reply Refer to File No.: CON 5

TO: Oregon Transportation Commission

ORIGINAL SIGNED BY WENDELL E. SCHWARTZ

FROM: H. S. Coulter, P.E., P.L.S.
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Vista Ridge Tunnel Section
Sunset Highway, Multnomah County
Contract No. 9700

This federal aid paving project has been completed and it is now apparent that the final cost will exceed the project authorization by $18,700 or 6 percent. The authorization was previously increased at the meeting of February 29, 1984, on the basis of pavement grinding for corrective work and incidental extra work items.

The current overrun in the final project cost comprises primarily construction engineering charges. The contractor worked a double shift whenever possible, which added to inspection costs. Engineering charges were further increased by the costs of properly monitoring, inspecting and documenting the additional work items covered by the previous authorization increase.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $18,700.00 to a new total of $332,240.30. This matter will be on the consent calendar for the November 20 meeting.

bc: Fred Miller
R. W. Gormsen
C. O. Fredrickson
V. E. Skoog
E. L. Hardt
George Bell

Form 734-3122

STATE OF OREGON

INTEROFFICE MEMO

Highway Construction 378-6318 FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: November 8, 1984

FROM: O. B. Jackmond
O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Vista Ridge Tunnel Section
Sunset Highway, Multnomah County
Contract No. 9700

This federal aid paving project has been completed and it is now apparent that the final cost will exceed the project authorization by $18,700 or 6 percent. The authorization was previously increased at the meeting of February 29, 1984, on the basis of pavement grinding for corrective work and incidental extra work items.

The current overrun in the final project cost comprises primarily construction engineering charges. The contractor worked a double shift whenever possible, which added to inspection costs. Engineering charges were further increased by the costs of properly monitoring, inspecting and documenting the additional work items covered by the previous authorization increase.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $18,700.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: E. L. Hardt
W. Bartel
B. M. Walton
W. F. Cobine

RECEIVED
STATE HWY ENGR
NOV 8 '84
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
W. E. SCHWARTZ

Contains Recycled Materials

9700 Ch.84-98

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
JUN 1 1984
NORMA PAULUS
SECRETARY OF STATE

May 31, 1984

IN REPLY REFER TO
FILE NO.:

CON 5
#9700

Farwest Steel Corporation
PO Box 889
Eugene, OR 97440

Attention: C. W. Cooley
Treasurer

Gentlemen or Ladies:

This will acknowledge your Notice of Claim dated May 24, 1984, concerning the following Highway Division contract:

FILED BY:	Farwest Steel Corporation
AMOUNT:	$1,965.03
FOR:	Furnishing structural steel
AGAINST (Prime contractor)	R. A. Hatch Co.
CONTRACT NO.:	9700
PROJECT:	Vista Ridge Tunnel, Sunset Highway, Multnomah County
SURETY:	Industrial Indemnity Company
AGENT:	Corroon & Black of Oregon

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,
ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

NOTED ON CARD
6-5-84 kpm

cc: Industrial Indemnity Company
421 SW Sixth Avenue
Portland, OR 97204

R. A. Hatch Co.
PO Box 6179
Bend, OR 97708

cc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

731-0188

FARWEST STEEL
Corporation

NOTICE OF CLAIM

(Oregon Public Works)

TO: Oregon Department of Transportation
ATTN: Robert Gormsen, Commission Services
121 Transportation Building
Salem, OR 97310

NOTICE IS HEREBY GIVEN That the undersigned Farwest Steel Corporation has a claim for furnishing structural steel by Farwest Steel Corporation in the sum of One Thousand Nine Hundred Sixty-Five Dollars and Three Cents ($1,965.03) against the bond taken from R. A. Hatch Company as principal and Industrial Indemnity as surety or sureties for the work of Contract No. 9700, Vista Ridge Tunnel, Section of Sunset Highway, Multnomah County, Oregon.

Dated this 24th day of May, 1984.

Farwest Steel Corporation
P.O. Box 889
Eugene, OR 97440

C. W. Cooley, Treasurer

CERTIFIED
P 714 007 321
MAIL

RECEIVED
MAY 29 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

FARWEST STEEL
Corporation

NOTICE OF CLAIM ON PAYMENT BOND

(Oregon Public Works)

STATE OF OREGON)
) ss.
Lane County)

TO: R. A. Hatch Company
P.O. Box 6179
Bend, OR 97708

YOU ARE HEREBY NOTIFIED That the undersigned, FARWEST STEEL CORPORATION, has a claim in the sum of One Thousand Nine Hundred Sixty-Five Dollars and Three Cents ($1,965.03), due against the bond taken from R. A. Hatch Company, as principal, and Industrial Indemnity, as surety, for the work or labor and materials performed or furnished by me on Vista Ridge Tunnel, Multnomah County, Oregon.

YOU ARE FURTHER NOTIFIED That the undersigned performed labor and/or furnished materials consisting of the following:

Structural Steel

That the labor and/or materials above described were performed and/or furnished by virtue of and for use in the performance of that certain contract between the principal and public body above described, to wit:

Contract No. 9700
Project: Work on the Vista Ridge Tunnel, Section of Sunset Highway
Multnomah County, Oregon

That said materials and/or labor were furnished to and received by Greenberry Tank with authority to receive the same and that a claim for payment therefore is hereby asserted against you;

That the last performance of labor and/or furnishing of materials by the undersigned was on the 8th day of September, 1983, which

COPY

2000 Henderson Avenue • Post Office Box 889 • Eugene, Oregon 97440 • 503/686-2000

labor was performed and/or materials were furnished as follows:

Hot Rolled Flat Bar

You are hereby notified and notice is sent pursuant to and in compliance with the laws of the State of Oregon, as set forth in ORS 279.526 and the amount above claimed as due and owing is that sum remaining after due allowance for all just credits and offsets.

Dated this 24th day of May, 1984.

FARWEST STEEL CORPORATION
P.O. Box 889
Eugene, Oregon 97440

Charles W. Cooley
Treasurer

RECEIVED
MAY 29 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

COPY

FARWEST—FARBEST

9700

FORM 81-734-2001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Vista Ridge Tunnel		WEEK ENDING: 4-28-84
		SECTION PREFIX: 26-1035
HIGHWAY: Sunset		COUNTY: Multomah
NAME OF JOB: Vista Ridge Tunnel	KIND OF WORK: Paving, Barriers & Loop Detectors	
CONTRACTOR: R.A. Hatch Construction	CONTRACT NUMBER: 9700	FEDERAL AID PROJECT NUMBER: HES-27-2 (15)
DATE OF CONTRACT: August 16, 1983	DATE WORK STARTED: August 24, 1983	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED: 56
PROJECT AUTHORIZATION: $ ~~265,340.30~~ 313,540.30	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED
EXCLUSIVE OF ENGINEERING: $ ~~244,300.10~~ 292,500.10	ENGINEERING AUTHORIZATION: $ 21,040.20	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 285,360.47	ENGINEERING COST TO DATE: $ 39,510.73	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 119
ESTIMATED PERCENT: OVERRUN ~~OVERRUN~~: 21 %	PERCENT OF AUTHORIZATION: 188%	DATE PROJECT WAS COMPLETED: 10-18-83

ESTIMATED PERCENT COMPLETE (ROADWORK)

~~ITEM~~	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Loop Detectors	
Temp Items 100	100		Backfill ~~GRADING~~	Grinding ~~SURFACING~~	Conc. Ba. ~~MAINTENANCE MATERIAL~~	100 "E" Mix	"C" Mix
MILES IN PROJECT						0.34	0.34
MILES PARTIALLY COMPLETED							
MILES COMPLETED							
TOTAL ESTIMATED QUANTITIES (CONTRACT)			300		3,915	500	1,000
TOTAL QUANTITIES CORRECTED TO DATE			312.45	11,265.86	3848	676.25	1,277.10
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			312.45	11,265.86	3848	676.25	1,277.10
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY		0		
MONDAY		0		
TUESDAY		0		
WEDNESDAY		0		
THURSDAY		0		
FRIDAY		0		
SATURDAY		0		

RECEIVED
MAY 2 1984
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-Final Report sent in 4-25-84.
Third notification sent in April 9, 1984

FINAL REPORT

SIGNED Walter Davis LOCATION Sylvan

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

9700

F

9e)

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

DATE: February 15, 1984

TO: Oregon Transportation Commission CON

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Vista Ridge Tunnel Section
Sunset Highway, Multnomah County
Contract No. 9700

This federal-aid hazard elimination project was recently completed and it is now apparent that the final cost will exceed the project authorization by $48,200 or 18.2 percent.

The main reason for the overrun is the necessity to remove the top lift of paving material which had begun to ravel out, causing an extremely dangerous condition for the traveling public. Correction of this problem by grinding added approximately $33,600 to the cost of the project.

An underground conduit was found to be in conflict with the project and required adjustment, and pavement markers were found to have been omitted from original estimates. These two items of extra work added more than $8,600 to the cost of the project.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $48,200 to a new total of $313,540.30. This matter will be on the consent calendar for the February 28 meeting.

HHP:mk sl

bc Fred D. Miller
R. W. Gormsen
C. O. Fredrickson
V. E. Skoog
E. L. Hardt
George Bell

FRED MILLER

FEB 17 '84

Form 734-3123

STATE OF OREGON

INTEROFFICE MEMO

Highway Construction 378-6318 FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: February 3, 1984

FROM: O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

O.K. - WES

SUBJECT: Request for Increase in Project Authorization
Vista Ridge Tunnel Section
Sunset Highway, Multnomah County
Contract No. 9700

This federal aid hazard elimination project was recently completed and it is now apparent that the final cost will exceed the project authorization by $48,200.00 or 18.2 percent.

The main reason for the overrun is the necessity to remove the top lift of paving material which had begun to ravel out, causing an extremely dangerous condition for the traveling public. Correction of this problem by grinding added approximately $33,600 to the cost of the project.

An underground conduit was found to be in conflict with the project and required adjustment, and pavement markers were found to have been omitted from original estimates. These two items of extra work added more than $8,600 to the cost of the project.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $48,200.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: E. L. Hardt
Jim Cochell
R. D. Church
D. E. Swan

81-125-1307

9100

nig cc: OSHD (Coulter)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: HES-27-2(13)
2. STATE PROJECT NO.: See Below
3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division
Salem, Oregon
4. PROGRAM NO.:
5. ITEM NO.: 20153
2A. COUNTY NAME: Multnomah

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
1-4-84	Primary 27	Primary 47

10. GENERAL LOCATION:

VISTA RIDGE TUNNEL

11. GENERAL DESCRIPTION OF WORK

Temporary repair of pavement raveling.

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of January 4, 1984 as requested in Mr. Keasey's letter of January 23, 1984 as being cost-effective for the use of State forces to proceed with the above work. State Force Order No. 2 is approved for a TEC of $5,000; Federal Funds $4,500.

RECEIVED
STATE HWY ENGR
FEB 10 '84

Orig. to 2/10

REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
2-7-84	S. K. Keasey	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9700

STATE OF OF GON

RES 5

47N

INTEROFFICE MEMO

TO: E. L. Hardt
Region Engineer

DATE: January 27, 1984

FROM: Gordon Beecroft
Research Engineer

SUBJECT: Friction Test Results within the Vista Ridge Tunnel

On January 20, 1984, the Vista Ridge Tunnel on the Sunset Highway in Portland was friction tested in the eastbound direction. The purpose of this testing was to evaluate the frictional characteristics of the recently milled roadway surface.

The testing consisted of performing three skips on a lane during a pass. One pass was made on each lane within the tunnel. The test speed varied from 34.0 to 39.3 mph. For this reason, a correction of 0.4 skid numbers per mph was used to adjust the raw data to the National Reference Standard at 40 mph. Results by lane are:

Lane	Ave. SN_{40}	Max. SN_{40}	Min. SN_{40}	No. of Tests	Standard Deviation
Right	61.6	61.9	61.3	3	0.3
Center	61.4	62.6	59.5	3	1.6
Left	58.3	59.0	57.1	3	1.0

There is excellent frictional resistance within this tunnel, however, there are grooves in the roadway surface which produced a rough surface for basic traffic maneuvers.

A copy of the actual test values is attached. If you have any questions, please call.

HN:dp
Enc.

1 Versteeg ✓
Anderson ✓
Adams
Macnab
Steudenmeyer
Terpin
Trout
Wakerlig

RECEIVED
JAN 30 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ____/____/____
Action

FRICTION TEST RESULTS WITHIN

THE VISTA RIDGE TUNNEL - SKIDDED JANUARY 29, 1984

- EASTBOUND ONLY

MILEPOST | SPEED (MPH) | UNADJ. SN# | ADJ.

5 0 7 4 1 3 2 1 3 3 0 1 1 1 0 SN#C

RIGHT LANE

2 0 7 3.6 3 3 4.0 1 6 3.7 0 0 0 R 61.5
2 0 7 3.5 5 3 5.1 6 3 3.8 0 0 0 R 61.9
2 0 7 3.4 6 3 9.3 6 1.4 0 0 0 R 61.3
~~4 0 7 3 4 3 1 0 7 5 2~~

N = 3
STD. DEV. = 0.3
AVE. = 61.6

5 0 7 3 8 4 2 2 3 3 0 1 1 1 0 9

CENTER LANE

2 0 7 3.6 4 3 5.6 6 3.7 0 0 0 R 62.0
2 0 7 3.5 6 3 6.2 6 4.1 0 0 0 R 62.6
2 0 7 3.4 8 3 9.3 5 9.4 0 0 0 R 59.5
~~4 0 7 3 4 3 1 0 7 5 2~~

N = 3
STD. DEV. = 1.6
AVE. = 61.4

5 0 7 3 9 4 2 4 3 3 0 1 0 1 0 9

LEFT LANE

2 0 7 3.6 3 3 8.3 5 8.8 0 0 0 R 58.7
2 0 7 3.5 5 3 8.6 5 9.1 0 0 0 R 59.0
2 0 7 3.4 7 3 8.9 5 6.8 0 0 0 R 57.1
~~4 0 7 3 4 3 1 0 7 5 2~~

N = 3
STD. DEV. = 1.0
AVE. = 58.3

1 0 4 7 0 7 3 4 1 3 0 1 2 0 8 4

9700

January 20, 1984

TRA

The Honorable Victor Atiyeh
Governor of Oregon
State Capitol
Salem, OR 97310

copy 1,4-6
mai

Vista Ridge Tunnel

In order to clarify the information in my letter of January 16, the second sentence of the fourth paragraph should read:

> "The top surface, which cost about $21,500 to place, has now been removed at a cost of twice that amount and is being tested by our laboratory engineers to determine the reasons for the failure and to recommend alternatives to remedy the situation."

The underscored phrase has been moved to modify the removal of the material which cost twice the amount. The cost of the testing will be minimal.

Fred D. Miller
Director

cc H. S. Coulter
W. E. Schartz
E. S. Hunter
R. N. Bothman
E. L. Hardt
L. E. George

HSC:ia fn

January 16, 1984

TRA

The Honorable Victor Atiyeh
Governor
State Capitol
Salem, Oregon 97310

The Oregon Highway Division is taking two separate steps in reducing multi-vehicle accidents occurring in Portland's Vista Ridge Tunnel.

One step is to install vehicle sensors in the pavement which will activate a series of electrical signs warning of slowed or stopped vehicles in the tunnel ahead. This will be ready for installation toward the end of this year.

The other step was covering the existing polished concrete pavement in the affected areas with a rough, more porous asphalt concrete mix as a part of a $265,000 improvement this past year. This allowed maximum drainage of rain water from the pavement surface to help reduce skid problems. Dry pavement skid resistance was improved as well. In addition to the pavement, concrete shoulder barriers were installed in the tunnel to help prevent out-of-control situations.

Recent problems have occurred with the new pavement as the gravel has been breaking loose from the mix and resulting in general disintegration of the top surface of the roadway. The top surface, which cost about $21,500 to place, has now been removed and is being tested by our laboratory engineers at a cost of twice that amount to determine the reasons for the failure and to recommend alternatives to remedy the situation. Until a solution is found, motorists will travel on a safe, satisfactory asphalt base in the areas where the uppermost pavement surface has been removed.

I have attached the technical report if you want more detail. Please let me know if there are any questions.

Fred D. Miller
Director

Attachment

ELH:b HSC:sl kw
bc/att: H. S. Coulter
W. E. Schwartz
E. S. Hunter
Robert N. Bothman
E. L. Hardt
L. E. George

VISTA RIDGE TUNNEL

Because of a number of multi-car accidents that had occurred recently in the west end of the eastbound Vista Ridge Tunnel, the Highway Division has undertaken a two-pronged effort for a solution. One part is a series of electrically-operated signs uphill from the tunnel which would be activated when speed sensors indicated a slowed or stopped condition in the tunnel. The signs would come on advising motorists to slow down because of the condition ahead. The second part would be the placement of an anti-skid pavement to minimize the slick pavement since many of the accidents had occurred during wet weather. The signing project is presently being designed and will be installed late in 1984. The balance of this report will deal with the anti-skid pavement.

The original portland cement concrete pavement laid when the tunnel was constructed in 1967 was still in place prior to this project. Due to the high volume of traffic using the tunnel this concrete had become polished and rutted which caused it to be slipperier than desirable, especially during wet weather conditions. It was determined that the best pavement to use in this case would be an open-graded asphalt concrete mix called "E" mix by Highway Division specifications. Most asphaltic concrete is compacted thoroughly during placing in order to maximize the wear and longevity. The open-graded "E" mix is designed porous so that water falling on it will run through it and off to the side rather than running on top of the surface as is the case with the conventional mix. This prevents water from ponding on the surface during rain storms and increases the friction value of the pavement.

The work was undertaken by competitive contract in the fall of 1983. The total amount of the contract, $265,300, which included, in addition to the "E" mix surfacing, a base lift of standard asphalt concrete on which to place the "E" mix and concrete shoulder barriers for the length of the tunnel to minimize the impact of out-of-control vehicles striking the walls of the tunnel. Previously there were curbs between the roadway and the tunnel faces which could cause the vehicle to go out of control after striking them.

The "E" mix pavement was laid late in October to a nominal thickness of one inch. Its total cost was $21,400. The work had to be done at night because of the heavy traffic volumes using the tunnel during daylight hours. The pavement performed as designed with very good results which were easily observed during the rainy conditions. When a driver went from the conventional pavement uphill from the project onto the "E" mix they immediately noticed an absence of spray and standing water. The first sign of a problem showed up during the freezing weather conditions in December. The pavement was disintegrating and turning back to gravel. In order to minimize the hazard to motorists, it was decided since the pavement was continuing to deteriorate to remove all of it. On Saturday, January 7 the "E" mix was removed by a planing machine at a cost of $46,200. The underlying base lift of asphalt which was also laid as a part of this contract is satisfactory for driving and will be used for the present time.

The Highway Division's laboratory technicians have taken samples of the pavement off the road and are presently testing it to determine the precise cause of failure. Likely factors will be the cool temperatures prevalent during the time the pavement was laid, which may not have given the asphalt time enough to cure and it may be that the mix was deficient in the asphalt cement which binds the gravel together. When this testing is completed, an evaluation will be made as to whether the Highway Division's specifications were faulty or whether the contractor's work was not according to specifications. Then an assessment of responsibility will follow, together with a determination as to what the permanent solution should be.

1/13/84

9700 - 1-18 47 N

Materials Section

Lab Nos. 84-0586 - 84-0587
Data No. A20923
Prefix : 26-1035 VISTA RIDGE TUNNEL

For Mix Design #83-14495 with job mix tolerances:

(1) Void content of the laboratory compacted mix is excessively high when considering the effect of the emulsified asphalt seal coat.

(2) Percentage passing ½-inch and #10 sieves is low when considering the effect of sanding material contained with samples. All field tests from daily plant reports for construction field tests are deficient pass #10 sieve.

(3) Asphalt content is low for all tests, when considering the 0.8 percent residual asphalt from the emulsified asphalt seal coat. Asphalt content is low without considering asphalt from the seal coat from Samples 3A and 3B.

(4) Resilient Modulus ratio values indicate satisfactory resistance to pavement damage from water and freeze thaw effects. However, inspection of the mix indicates asphalt stripping with only 75 to 95% of aggregates coated with asphalt.

(5) Index of Retained Strength is at a satisfactory level except for Sample #3A.

(6) Recovered asphalt is of a softer consistency than expected for Samples #1 and #2A.

1/18/84

Vorsteeg
Anderson
Adams
(by) Macnab
Stoudenmeyer
Terpin
Trout
Wakeelin

RECEIVED
JAN 24 1984
ROAD DESIGN SECTION

Do Not File
Return to
Bring Up ___/___/___
Action

LABORATORY RECORD

HIGHWAY DIVISION — MATERIALS SECTION

Laboratory No. 84 0586

Class "E" A/C Cut Samples

Data Sheet No. 20923

Project Vista Ridge Tunnel

Prefix 26-1035

Highway Sunset

Laboratory charge $ 129.00

Contractor Lakeside Industries No. 9700

Date received 1/4/84

Submitted by J. Cochell

Date reported Jan. 18, 1984

Source of Material Santosh Pit # 5-4-1

Sampled or inspected at Sec 89-0587 Pg 3 * To be used Class "E" A/C

Sampled or inspected by

Quantity represented

Lift Sample #	1	2A	2B	
Thickness (in.)	1.5"	1.5"	1.5"	
Condition Rating (Best-1; Worst-4)	3	1	1	
T-209 Real Gravity-	2.505	2.502	2.516	
1st Compaction B.S.G.-	2.23	2.25	2.20	
Recompacted B.S.G.-	2.29	2.34	2.35	
1st Compaction Stability-	26	26	28	
Recompacted Stability-	36	34	32	
1st Compaction Voids- (%)	11.0	10.1	12.6	
Recompacted Voids- (%)	8.6	6.5	6.6	
Gradation: 1"-				
3/4"-	100	100	100	
1/2"-	99.6	97.1	98.8	
3/8"-	85.1	83.1	87.4	
1/4"-	56.2	58.5	64.7	
# 4 -	31.0	31.6	35.5	
# 10-	8.4	5.9	5.9	
# 40-	5.8	3.5	3.0	
# 200-	3.6	2.6	2.0	
% Asphalt-	5.3	5.5	5.4	
% moisture at time of extraction	2.57	1.58	1.53	
% retention included	0.1	0.1	0.1	

REPORT TO:

- [ ] FHWA
- [X] Construction Engineer
- [ ] Maintenance Engineer
- [ ] Bridge Engineer
- [X] Region Engineer Al Harwood
- [X] Project Manager James Cochell
- [ ] Dist Maintenance Supervisor
- [ ] Materials, Portland
- [ ] Materials, Eugene
- [X] Files
- [X] Jack Sullivan
- [X] Jim Wilson
- [X] Glenn Boyle
- [X] John Scofield

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

Jack Sullivan

LABORATORY RECORD
HIGHWAY DIVISION — MATERIALS SECTION

Laboratory No. 84 0556
Data Sheet No. 20123
Prefix 26-1035
Laboratory charge —
Date received 11/16/83
Date reported

Class E' A/C cut samples
Project Vista Ridge Tunnel
Highway Sunset
Contractor Lakeside Industries No. 9705
Submitted by J. Cockell
Source of Material Santosa Pit # 5-A.1
Sampled or inspected at Lab *84-0597 Pg 3* To be used Class E' A/C
Sampled or inspected by Quantity represented

Lift Sample #	1	2A	2B	
Thickness (in.)				
Resilient Modulus:				
Unconditioned (a)- ($x 10^3$)	133	159	160	
Vacuum Saturated (b)- ($x 10^3$)	154	204	154	
Freeze-Thaw (c)- ($x 10^3$)	120	194	183	
Ratio 1 (b/a)-	1.16	1.28	0.96	
Ratio 2 (c/a)-	0.90	1.22	1.14	

Recovered Asphalt by Absen Method (AASHTO T-170-55 modified to 1981 I.A. procedure):				
Penetration @ 77° F (cm/100)-	51	48	42	
Kinematic Viscosity @ 275° F (C.S.)-	462	432	496	
Absolute Viscosity @ 140° F (P.)-	3065	3293	4433	

Effect of Water on Cohesion of Compacted Bituminous Mixture (AASHTO T-165)				
Unconfined Compressive Strength (Dry P.S.I.) -	180	222	224	
Unconfined Compressive Strength (Wet P.S.I.) -	139	175	153	
Index of Retained Strength (%) -	77	79	71	

Observations: #1 - 95% of aggregates coated with asphalt, some soft rock; 2A - 90% of aggregates coated with asphalt, some soft rock; #2B - 15% of aggregates coated with asphalt. All samples had emulsion distillate smell.

REPORT TO:

- [ ] F.H.W.A.
- [ ] Construction Engineer
- [ ] Maintenance Engineer
- [ ] Bridge Engineer
- [ ] Region Engineer
- [ ] Project Manager
- [ ] Dist. Maintenance Supervisor
- [ ] Materials, Portland
- [ ] Materials, Eugene
- [ ] Files

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

LABORATORY RECORD

HIGHWAY DIVISION — MATERIALS SECTION

Class "E" A/C Cut Samples

Project Vista Ridge Tunnel — Laboratory No. 84 0357

Highway Sunset — Data Sheet No. 20923

Contractor Lakeside Industries No. 9700 — Prefix 26-1035

Submitted by J. Cochell — Laboratory charge # 1742

Source of Material Santosh Pit #5-9-1 — Date received 1/4/84

Sampled or inspected at See page 3 * — To be used Class "E" A/C — Date reported Jan. 18, 1984

Sampled or inspected by ____ — Quantity represented ____

Lift Sample #	3A	3B	4A	4B
Thickness (in.)	1.5"	1.4"	1.5±"	1.3"
Condition Rating (Best-1; Worst-4)	4	4	2	2
T-209 Real Gravity-	2.539	2.493	2.503	2.492
1st Compaction B.S.G.-	2.27	2.25	2.24	2.24
Recompacted B.S.G.-	2.28	2.31	2.30	2.31
1st Compaction Stability-	25	27	25	22
Recompacted Stability-	36	38	34	33
1st Compaction Voids- (%)	10.6	9.7	10.5	10.1
Recompacted Voids- (%)	10.2	7.3	8.1	7.3
Gradation: 1"-				
3/4"-	100	100	100	100
1/2"-	98.5	96.6	96.8	97.8
3/8"-	93.7	85.6	79.0	84.3
1/4"-	58.9	59.8	52.6	59.8
# 4 -	30.8	30.5	30.2	33.8
# 10-	7.4	6.1	8.6	7.7
# 40-	4.6	3.7	5.1	4.4
# 200-	2.9	2.3	3.0	2.9
• % Asphalt-	4.0	4.6	5.3	6.3
% moisture at time of extraction	1.36	1.25	2.00	1.58
% retention included	0.1	0.1	0.1	0.1

REPORT TO:

- [ ] FHWA
- [X] Construction Engineer
- [ ] Maintenance Engineer
- [ ] Bridge Engineer
- [X] Region Engineer Al Harwood
- [X] Project Manager James Cochell
- [ ] Dist Maintenance Supervisor
- [ ] Materials, Portland
- [ ] Materials, Eugene
- [X] Files
- [X] Jack Sullivan
- [ ] Jim Wilson
- [ ] Glenn Boyle

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

Jack Sullivan

LABORATORY RECORD

HIGHWAY DIVISION — MATERIALS SECTION

Laboratory No. 84 3557

Data Sheet No. 20923

Prefix 26-1035

Class "E" A/C cut samples

Project Vista Ridge Tunnel — Laboratory charge —

Highway Sunset

Contractor Lakeside Industries No. 9700 — Date received 1/4/84

Submitted by J. Cockell — Date reported

Source of Material Santosa Pit #5-4-1

Sampled or inspected at See Page 3 * — To be used Class "E" A/C

Sampled or inspected by — Quantity represented

Lift	3A	3B	4A	4B
Thickness (in.)				
Resilient Modulus:				
Unconditioned (a)- (x 10^3)	211	208	206	120
Vacuum Saturated (b)- (x 10^3)	207	213	296	131
Freeze-Thaw (c)- (x 10^3)	189	202	208	117
Ratio 1 (b/a)-	0.98	1.02	1.19	1.15
Ratio 2 (c/a)-	0.90	0.97	1.01	0.98
Recovered Asphalt by Abson Method (AASHTO T-170-55 modified to 1981 I.A. procedure):				
Penetration @ 77° F (cm/100)-	35	38	40	41
Kinematic Viscosity @ 275° F (C.S.)-	555	574	514	526
Absolute Viscosity @ 140° F (P.)-	5668	5635	4417	4631
Effect of Water on Cohesion of Compacted Bituminous Mixture (AASHTO T-165)				
Unconfined Compressive Strength (Dry P.S.I.) -	235	282	289	286
Unconfined Compressive Strength (Wet P.S.I.) -	159	219	232	255
Index of Retained Strength (%) -	68	78	80	89

Observations: *3A - Dust coating on aggregate, some soft rock; 3B - 95% of aggregate coated with asphalt; 4A - 75% of aggregate coated with asphalt, some soft rock; 4B - 90% of aggregate coated with asphalt. Samples had emulsion distilled off.

REPORT TO:

- [ ] F.H.W.A.
- [ ] Construction Engineer
- [ ] Maintenance Engineer
- [ ] Bridge Engineer
- [ ] Region Engineer
- [ ] Project Manager
- [ ] Dist. Maintenance Supervisor
- [ ] Materials, Portland
- [ ] Materials, Eugene
- [ ] Files

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

Form 61-734-3089

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Class "E" AK cut samples

Laboratory No. 84 03587
Data Sheet No. 20923
Prefix 26-1035
Laboratory charge —
Date received 1/9/84
Date reported

Project Vista Ridge Tunnel
Highway Sunset
Contractor Lake Side Industries No. 9700
Submitted by J. Cockell
Source of Material Santosh Pit #5-9-1
Sampled or inspected at
Sampled or inspected by
To be used Class 'E' A/C
Quantity represented

Sample # — Location (East Bound Lanes)

1 - outside of tunnel - west end — 286.4 ft. west of West end of Tunnel, 8 Ft. North of Curb
Shoulder of failed area

2A - (between "2 & "3) best area - minor raveling between wheel tracks — 239.0 ft. West of East end of Tunnel, 10 ft North of Curb

2B - near fog line outside shoulder — 4 Ft North of Curb
best area - minor wheel track raveling

3A - Near east end between wheel tracks failed area — 116.0 ft. West of East end of Tunnel, 10 ft. North of Curb

3B - near east end shoulder of failed area — 2.5 ft. North of Curb

4A - near west end failed area between #3 & #4 between wheel tracks, — 275 ft. East of West end of Tunnel, 8.5 Ft. North of Curb

4B - shoulder of failed area — 2.5 Ft. North of Curb.

* Note: samples include the Emulsion seal shot and sand blotter.

REPORT TO:

- ☐ F.H.W.A.
- ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- ☐ Files

SP*0002-736

Sullivan

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Vista Ridge Tunnel		WEEK ENDING: 1-14-84
HIGHWAY: Sunset		SECTION PREFIX: 26-1035
		COUNTY: Multomah
NAME OF JOB: Vista Ridge Tunnel	KIND OF WORK: Paving, Barriers & Loop Detectors	
CONTRACTOR: R.A. Hatch Construction	CONTRACT NUMBER: 9700	FEDERAL AID PROJECT NUMBER: HES-27-1 (15)
DATE OF CONTRACT: August 16, 1983	DATE WORK STARTED: August 24, 1983	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED 56
PROJECT AUTHORIZATION: $ 265,340.30	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED
EXCLUSIVE OF ENGINEERING: $ 244,300.10	ENGINEERING AUTHORIZATION $ 21,040.20	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 253,766.13	ENGINEERING COST TO DATE $	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 91
ESTIMATED PERCENT: OVERRUN ~~UNDERRUN~~ 4 %	PERCENT OF AUTHORIZATION %	DATE PROJECT WAS COMPLETED: 10-18-83

ESTIMATED PERCENT COMPLETE (ROADWORK)

~~XXXXXX~~ Temp Items	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Loop Detectors
100	100					100

	GRADING	SURFACING	MAINTENANCE MATERIALS	"E" Mix	"C" Mix
MILES IN PROJECT				0.34	0.34
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	300		3,915	500	1,000
TOTAL QUANTITIES CORRECTED TO DATE	312.45		3875	676.25	1,277.10
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	312.45		4,384	676.25	1,277.10
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY		0		
MONDAY		0		
TUESDAY		0		
WEDNESDAY		0		
THURSDAY		0		
FRIDAY		0		
SATURDAY		0		

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

In the process of semi-final report.

SIGNED J. W. Cahill LOCATION Sylvan

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F21A

September 12, 1983

R. A. Hatch Co.
P. O. Box 6179
Bend, OR 97708

CON 5
#9700

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 9700 for work on the Vista Ridge Tunnel Section of the Sunset Highway in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Cormsen
COMMISSION SERVICES

dc
Encl.

cc: Industrial Indemnity Company
Attn: Bond Department
421 S.W. 6th Avenue
Portland, OR 97204

bc: C. T. Keasey
Walt Hart
Robert Church
Jan Peterson
E. L. Hardt
James Cochell

R.A. Hatch Co.
General Contractors
Post Office Box 6179
Bend, Oregon 97708
(503) 382-8418

August 12, 1983

Office of Commission Services
Room 121
State Transportation Bldg.
Salem, OR 97310

Subject: MBE participation on Vista Ridge Tunnel Section of Sunset Highway in Multnomah County; Bid August 11, 1983 #9700

Gentlemen:

In accordance with the supplemental required contract provisions on Minority Business Enterprise participation, R.A. Hatch intends to subcontract the following:

Hopsing Construction, Inc. (MBE)
P.O. Box 12734
Salem, OR 97309

Item 20	4" Conc. Surfacing	500sy	@	$ 13.00 =	$6,500.00
Item 21	Adjusting Manholes	3 ea	@	200.00 =	600.00
Item 22	Adjusting Inlets	56 ea	@	185.00 =	10,360.00
					$17,460.00

H & H Electric, Inc. (WBE)
P.O. Box 6209
Bend, OR 97708

Item 23 Loop detector and conduit installation L.S. $15,000.00

Yours very truly,

R. A. HATCH COMPANY

Michael D. Durbin
Estimator

MDD:amh

cc: Bend File
Job File

RECEIVED
AUG 15 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Kay Turner

rll 9700

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. See below		
2. STATE PROJECT NO. See below		
3. FROM Dale E. Wilken, Division Administrator FHWA - Oregon Division	4. PROGRAM NO.	2A. COUNTY NAME See below
	5. ITEM NO. various	

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
8/19/83	Various	Various

10. GENERAL LOCATION:

See Projects below

11. GENERAL DESCRIPTION OF WORK

Force Account and Extra Work - "Anticipated Items" as shown in "PS&E" Estimate

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's letters dated 8/19/83 for the following projects you are authorized to proceed with those items shown in your "PS&E" Estimate for each project "Anticipated Items" by State Forces and Extra Work as being cost effective.

The above authorization will not require any additional obligation of funds.

HES-27-1(10)
F-70(3)
HES-A333(1)
F-1(30)
IX-9822(8)
F-13(11)
F-86(5)
F-29(10)
IX-26(32)
F-2-3(11)
BRF-2-5(11)
IX-0000(53)
HES-27-2(13)
FG-21-2(15)
F-35(12)
HES-24(35)
BHF-2-1(19)
F-12(4)

Orig. to 8/31

RECEIVED
STATE HWY ENGR
AUG 30 '83
REFER TO Potter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
8/19/83	H. K Hamner	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

CITY OF

PORTLAND, OREGON

BUREAU OF BUILDINGS

James E. Griffith, Director
1120 S.W. 5th Avenue
Portland, Oregon 97204-1992
(503) 796-7300

August 12, 1983

RECEIVED
ENVIRONMENTAL SECTION
AUG 15 1983

Referred to Manager
Proj. Coord. Res. Coord.
Eng. Coord ✓ Adm. Asst.
Sec. File ✓

Mr. Campbell M. Gilmour, Manager
Environmental Section
Oregon Department of Transportation
412 Transportation Building
Salem, OR 97310

Dear Mr. Gilmour:

Following its August 3, 1983, meeting, the Noise Review Board of the City of Portland voted to grant your application for variance from the Portland Noise Ordinance in order to perform night construction work in and in the immediate vicinity of the Vista Ridge Tunnel.

The vote was 5 - 0, to grant a "C" type variance, which is subject to review upon complaint. The Board's estimation is that no complaints will be received; nevertheless, this form of variance is standard for night construction work, and has been continued in this case. Additionally, the Board attached the following condition to the variance: that jackhammering and concrete cutting not occur after midnight. Should this condition present difficulties, please contact me immediately; our estimation is that it is both desireable from the neighborhood's standpoint, and achievable without serious restriction on you or the contractor.

I hope that these conditions are acceptable and will allow the speedy performance of your task. Thank you for your considerations.

Sincerely yours,

Paul Herman
for the Noise Review Board

6a:PH:kll

cc Ed Hardt
Hal Versteeg

REFERRED TO
Watson Mann
Cole Stoudenmeyer
Eriksen King
Beard Bedford Lau
Return Discuss Do File Due
By FINAL DESIGN ENGINEER

Versteeg ✓
Anderson
Adams
Macnab
Stoudenmeyer
Turpin
Trout
Wakeley

RECEIVED
AUG 16 1983
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up
Action

7700

47

PRELIMINARY BITUMINOUS MIXTURE DESIGN

Highway Division
Materials Section

Laboratory No. 11195
Data Sheet No. 3050
Prefix 26-1035
Amount Charge 1 460 -
Date Received 8/31/83
Date Reported 9-20-83

Project— Vista Ridge Tunnel
Contractor: Prime— R.A. Hatch
Paving— Lakeside Industry
Engineer: Region— A. Harwood
Mix Type Class— "E" A/C
Contract No.— 9700 Fed. Aid No.— HES-27-2(13)
Resident— J. Cochell

AGGREGATE GRADATION: Source— Santosh Pit #C-4-1 Type—

Aggregate Size	1/2 - 1/4	1/4 - 10	Portland Cement				Combined Dry Sieve	Agg Grad Extracted
% Comb.	29	70	1					
1"								
3/4	100							
1/2	92						[illegible]	10[illegible]
3/8	41	100					98	98
1/4	6	86					9[illegible]	9[illegible]
10	1.4	13					63	[illegible]3
40	1.2	3					10	10
200 (Dry)	0.[illegible]	1.[illegible]	100				3	4
200 (Wet)							* 2.1	* 2.4
No. Ave.	1	1						

TEST DATA: Asphalt Brand/Grade— Chevron A.C. 20 (#2-1671) Additive— 1% Portland Cement

Percent Asphalt (total mix)	5.0	5.5	6.0	6.5	7.0
Asphalt Film	Suff Th	Suff Th	Thick	Thick	Thick
Sp. Gr. @ 1st Comp. (T-246)	2.21	2.25	2.21	[illegible]	[illegible]
Percent Voids @ 1st Comp.	11.7	9.1	[illegible]	[illegible]	[illegible]
Stability @ 1st Comp. (T-247)	28	23	[illegible]	20	[illegible]
Sp. Gr. @ 2nd Comp.	2.31	[illegible]	[illegible]	[illegible]	[illegible]
Percent Voids @ 2nd Comp.	6.9	6.6	5.6	[illegible]	3.1
Stability @ 2nd Comp.	34	32	32	32	27
Max. Sp. Gr. (T-209)	[illegible]	2.414	2.460	[illegible]	[illegible]
Index Ret. Str. (T-165) Chevron A.C. 20	82		77		76
Index Ret. Str. (T-165)					
Index Ret. Str. (T-165)					

RECOMMENDATIONS:

Aggregate Gradation	
1"	
3/4	100
1/2	98
3/8	83
1/4	63
10	10
40	4
200	* 3.0

Asphalt Content:
Wearing course— 5.4
Base course—
Shoulder course—
PMBB—
Asphalt:
Brand— [illegible]
Grade— [illegible]
Additive— 1% Portland Cement

Sp Gr @ 100% Comp.	T-209 max	Design Voids @ 100% Comp.	1st
2.32	2489	6.9	9.7

Mix Placement Temp.— 230 F.
Retention (%) 0.1

Comments: * includes 1% Portland Cement

Const.
FHWA
Reg. Engr.
Res. Engr. J. Cochell
Dist. Engr.
Region Geo. C. Eshelman
Files
R. A. Hatch Co.

[illegible]
Engineer of Materials

734-1[illegible] (11-8)

PRELIMINARY BITUMINOUS MIXTURE DESIGN

Highway Division
Materials Section

Laboratory No. 84-0978
Data Sheet No. 20527
Prefix 26-1035
Amount Charge $ 630.-
Date Received 1/6/84
Date Reported

Design For Mix #83-14495 Gradation - Recent Sampled Aggregate Design #1

Project— Vista Ridge Tunnel

Contractor: Prime— RA Heath — Mix Type Class— "E" NC

Paving— Lakeside Industries — Contract No.— 9720 — Fed. Aid No.— HES-27-2(3)

Engineer: Region— G. Harwood — Resident— J. Cockrell

AGGREGATE GRADATION: Source— Santosh Pit #5-41 — Type— Gravel

Aggregate Size	1/2 -1/4	1/4 -10	Portland Cement				Combined Dry Sieve	Agg Grad Extracted
% Comb.	29	70	1					
1"								
3/4	100						100	100
1/2	92						98	98
3/8	41	100					83	83
1/4	6	86					63	63
10	1.4	13					10	11
40	1.0	3					3	4
200 (Dry)	0.7	1.3	100				* 2.1	* 6.2
200 (Wet)								
No. Ave.	1	1						

TEST DATA: Asphalt Brand/Grade— Chevron 9.6.20 #53-6787 — Additive—

Percent Asphalt (total mix)	5.0	5.5	6.0	6.5	7.0
Asphalt Film	Suff.	Suff.	Suff+	Suff/Th.	Thick
Sp. Gr. @ 1st Comp. (T-246)	2.20	2.22	2.24	2.26	2.27
Percent Voids @ 1st Comp.	12.0	10.7	8.9	7.0	5.9
Stability @ 1st Comp. (T-247)	28	28	28	25	25
Sp. Gr. @ 2nd Comp.	2.29	2.31	2.33	2.34	2.34
Percent Voids @ 2nd Comp.	8.4	7.0	5.2	3.7	3.1
Stability @ 2nd Comp.	37	40	34	34	33
Max. Sp. Gr. (T-209)	2.500	2.485	2.459	2.431	2.412
Index Ret. Str. (T-165) Chevron 9.6.20	55		77		85
Index Ret. Str. (T-165)					
Index Ret. Str. (T-165)					

RECOMMENDATIONS:

Aggregate Gradation		Asphalt Content:	Sp. Gr @ 100% Comp	T-209 Max	Design Voids @ 100% Comp	1st
1"		Wearing course— 5.7	2.32	2.475	6.3	10.0
3/4	100	Base course— —	—	—	—	—
1/2	98	Shoulder course— —	—	—	—	—
3/8	83	PMBB—				
1/4	63	Asphalt:				
10	11	Brand— Chevron	Mix Placement Temp.— 230 °F.			
40	4	Grade— 9.6.20	Retention (%) 0.0			
200 *	3.0	Additive— 1% Portland Cement				

Comments: * includes 1% Portland Cement

Const.
FHWA
Reg. Engr.
Res. Engr.
Dist. Engr.
Region Geo
Files

Engineer of Materials

734 1887 (11-81)

ACC. GRADATION SAME AS ORIGINAL MIX DESIGN

Form 81-734-3080

OREGON STATE HIGHWAY DIVISION

MATERIALS SECTION LABORATORY RECORD

PROJECT TO PREDICT MOISTURE DAMAGE TO ASPHALT PAVEMENT

Laboratory No. 04 [illegible]

Data Sheet No. 3200+3251

Prefix 26-1035

Project VISTA RIDGE TUNNEL

Laboratory charge ———

Highway SUNSET

Contractor LAKESIDE INDUSTRY No. 2000

Date received 11/4/[illegible]

Source - SANTOSH PIT [illegible]

Date reported

For Mix Design Lab No.- 83-1[illegible]

To be used- "E" MIX USING CHEVRON PG 70(-[illegible])

Recommended Asphalt Contents- Wearing course- 5[illegible] %, Base course- - %

Three samples were fabricated with material used on the construction of this project. Samples contained from 5.0 % to 7.0 % asphalt inclusively, one each at 5.0 %, 6.0 % and 7.0 %. Samples were then tested according to Appendix A of NCHRP 4-8(3)/1--"The Effect of Water Related Conditioning on Indirect Tensile Properties of Compacted Bituminous Mixture" - by R.P. Lottman 1979, with the following modifications:

1. Each individual sample was tested for unconditioned, vacuum saturated and freeze-thaw resilient modulus.
2. All tests were performed at 77° F including submersion.
3. Applied loads for Resilient modulus testing were adjusted to provide a minimum sample strain of 50 microinches.

These results were determined in the following areas: (cont. on page 2)

FOR MIX DESIGN # 83-1[illegible] & THE CHEVRON PG 70-[illegible] RECOMMENDED MIX [illegible]

REPORT TO:

- ☐ F.H.W.A.
- ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- ☐ Files
- ☐ G. Boyle

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

AGG. GRADATION SAME AS ORIGINAL MIX DESIGN

Form 81-734-3000

OREGON STATE HIGHWAY DIVISION

MATERIALS SECTION LABORATORY RECORD

PROJECT TO PREDICT MOISTURE DAMAGE TO ASPHALT PAVEMENT

Laboratory No. 84 0978

Data Sheet No. 3050 + 3051

Prefix 26-1625

Project VISTA RIDGE TUNNEL

Laboratory charge —

Highway SUNSET

Contractor LAKESIDE INDUSTRY No. 2700

Date received 1-11-84

Source - SANTOSH PIT #S-4-1

Date reported

For Mix Design Lab No.- 83-11495

To be used- "E" Mix using CHEVRON AC 20

Recommended Asphalt Contents-Wearing course- 5.4 %, Base course- — %

Sample number	1	2	3
Asphalt percentage	5.0	6.0	7.0
Asphalt film thickness	SUFF	SUFF	THICK
Bulk Specific Gravity	2.21	2.21	2.22
Unconditioned Resilient			
Modulus (M_R I) x 10^3	154	128	111
Strain (x 10^{-6} in)/Load (lbs.)	51.2/46.3	52.0/53.9	49.7/45.8
Vacuum Saturated Resilient			
Modulus (M_R II) x 10^3	141	137	115
Strain (x 10^{-6} in)/Load (lbs.)	50.2/42.5	49.7/55.3	50.7/48.3
Freeze-Thaw Resilient			
Modulus (M_R III) x 10^3	172	145	120
Strain (x 10^{-6} in)/Load (lbs.)	42.0/42.1	51.5/60.1	53.1/52.6
M_R Ratio 1 (M_R II/M_R I)	0.92	1.07	1.04
M_R Ratio 2 (M_R III/M_R I)	0.93	1.13	1.08
Comments			

REPORT TO:

- ☐ F.H.W.A.
- ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- ☐ Files

SP**6063-734

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

PRELIMINARY B..JMINOUS MIXTURE DESIGN

Highway Division
Materials Section

Laboratory No. 84-0979
Data Sheet No. 2002 #3
Prefix 26-103
Amount Charge $ 600.00
Date Received 1/6/84
Date Reported

Design for Construction Gradation - Recent Sampled Aggregate Design #2

Project— Vista Ridge
Contractor: Prime— R.A. Hatch
Paving— Lakeside Inc.
Engineer: Region— Gallup
Mix Type Class— "E" w/ 1/2
Contract No.— 9720 Fed. Aid No.—
Resident— J. Cockell

AGGREGATE GRADATION: Source— Santos Pit # 5-4-1 Type— Gravel

Aggregate Size	1/2 - 1/4	1/4 - 0	Portland Cement				Combined Dry Sieve (1)	Agg Grad Extracted (2)
% Comb.	—	—	1					
1"								
3/4	100							
1/2	92						100	100
3/8	41	100					98	98
1/4	6	56					83	83
10	1.4	13					58	58
40	1.0	3					6.7	4.2
200 (Dry)	0.7	1.3	100				1.8	2.2
200 (Wet)							* 1.3	* 1.6
No. Ave.	1	1					3	

TEST DATA: Asphalt Brand/Grade— Chevron A.C. 20

	Additive—				
Percent Asphalt (total mix)	4.5	5.0	5.5	6.0	(3) 6.5
Asphalt Film	Suff.	Suff.	Suff-Th.	Suff-Th.	V. Thick
Sp. Gr. @ 1st Comp. (T-246)	2.14	2.18	2.19	2.20	---
Percent Voids @ 1st Comp.	14.4	13.0	11.5	10.7	
Stability @ 1st Comp. (T-247)	24	24	27	24	---
Sp. Gr. @ 2nd Comp.	2.27	2.29	2.30	2.31	---
Percent Voids @ 2nd Comp.	10.1	8.6	7.1	6.2	---
Stability @ 2nd Comp.	36	32	36	33	
Max. Sp. Gr. (T-209)	2.524	2.505	2.475	2.464	
Index Ret. Str. (T-165)	62		70		71
Index Ret. Str. (T-165)					
Index Ret. Str. (T-165)					

RECOMMENDATIONS: (2)

Aggregate Gradation	Asphalt Content:	Sp. Gr @ 100% Comp	T-209 max	Design Voids @ 100% Comp	1st
1"	Wearing course— 6.2	2.31	2.960	5.6	10.1
3/4	Base course—	—	..		..
1/2	Shoulder course—	---		.	-
3/8	PMBB—				
1/4	Asphalt:				
10	Brand— Chevron				
40	Grade— A.C. 20				
200	Additive— 1% Portland Cement				

Mix Placement Temp.— 230 °F.
Retention (%) 0.2

Comments: * includes 1% Portland Cement
(1) Average Gradation from Daily Plant Report. (2) Gradation does not satisfy [illegible] - not recommended for production. (3) Mix had inadequate cohesion for testing.

Const.
FHWA
Reg. Engr.
Res. Engr.
Dist. Engr.
Region Geo.
Files

Engineer of Materials

ACC. CRUSHED FACES FROM AVERAGE OF FIELD PRODUCTION PLANT REPORTS.

Form 81-734-3088

OREGON STATE HIGHWAY DIVISION

MATERIALS SECTION LABORATORY RECORD

PROJECT TO PREDICT MOISTURE DAMAGE TO ASPHALT PAVEMENT

#2

Project VISTA RIDGE TUNNEL

Highway SUNSET

Contractor LAKESIDE INDUSTRIES No. 2700

Source - SPLASH 1 - #5 [illegible]

For Mix Design Lab No.- 82-[illegible]

To be used-"E" % USING CRUSHED FACES (83-[illegible])

Recommended Asphalt Contents-Wearing course- 5.4%, Base course- - %

Laboratory No. 84 [illegible]

Data Sheet No. [illegible]

Prefix [illegible]

Laboratory charge

Date received 11/[illegible]

Date reported

Three samples were fabricated with material used on the construction of this project. Samples contained from 4.5 % to 6.5% asphalt inclusively, one each at 4.5%, 5.5% and [illegible]%. Samples were then tested according to Appendix A of NCHRP 4-8(3)/1--"The Effect of Water Related Conditioning on Indirect Tensile Properties of Compacted Bituminous Mixture" - by R.P. Lottman 1979, with the following modifications:

1. Each individual sample was tested for unconditioned, vacuum saturated and freeze-thaw resilient modulus.
2. All tests were performed at 77° F including submersion.
3. Applied loads for Resilient modulus testing were adjusted to provide a minimum sample strain of 50 microinches.

These results were determined in the following areas: (cont. on page 2)

FOR MIX DESIGN # 82- USING THE CRUSHING PERCENTAGES FROM FIELD PRODUCTION AS REPORTED BY PLANT PERSONNEL (#C-2)

REPORT TO:

- ☐ F.H.W.A.
- ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- ☐ Files
- ☐ G. Boyle

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

AGG. GRADATION TAKEN FROM AVERAGE OF FIELD PRODUCTION PLANT REPORTS

Form 61-734-3000

OREGON STATE HIGHWAY DIVISION

MATERIALS SECTION LABORATORY RECORD

PROJECT TO PREDICT MOISTURE DAMAGE TO ASPHALT PAVEMENT #2

Laboratory No. 84 0979

Data Sheet No. 3050 + 3051

Prefix 26-1035

Laboratory charge —

Project VISTA RIDGE TUNNEL

Highway SUNSET

Contractor LAKESIDE INDUSTRIES No. 1707

Date received 1/4/84

Source - SALTOSH PIT #5-4-1

Date reported

For Mix Design Lab No.- 83-11-195

To be used- "E" MIXING CRITERIA HC 2 (83-6757)

Recommended Asphalt Contents-Wearing course- 5.4 %, Base course- — %

Sample number	31	32	33	
Asphalt percentage	4.5	5.5	6.5	
Asphalt film thickness	SUFF	SUFF	VERY THI	
Bulk Specific Gravity	2.19	2.15	2.13	
Unconditioned Resilient				
Modulus (M_R I) x 10^3	96	FELL APART	FELL APART	
Strain (x 10^{-6} in)/Load (lbs.)	49.7 / 39.7	PRIOR TO	PRIOR	
		TESTING	TESTING	
Vacuum Saturated Resilient				
Modulus (M_R II) x 10^3	112			
Strain (x 10^{-6} in)/Load (lbs.)	53.9 / 41.9	/	/	
Freeze-Thaw Resilient				
Modulus (M_R III) x 10^3	112			
Strain (x 10^{-6} in)/Load (lbs.)	51.2 / 41.5	/	/	
M_R Ratio 1 (M_R II/M_R I)	1.17			
M_R Ratio 2 (M_R III/M_R I)	1.17			
Comments				

REPORT TO:

- ☐ F.H.W.A.
- ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- ☐ Files

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

SP*60083-734

Oregon State
HIGHWAY DIVISION
Materials Section
Form 734-3880

SAMPLE DATA AND LABORATORY TEST REPORT

☒ AGGREGATE ☐ BITUMINOUS MIXTURE

Page 1 of 1 pages

Data Sheet No.: 2002

LABORATORY REPORT NUMBER 04 0251

Project: VISTA Ridge TUNNEL
Highway: SUNSET
Contractor: RAHATCH (LAKESIDE INDUSTRIES)
Submitted by: D Vessey

Contract No.: 9700
Res. Engr.: J. cochell
Sampled by: Vessey & Morrison

Prefix No.: 26-1035
County: MULT
F.A. Proj. No.: HES. 22-2-(15
Date Sampled: 1-6-89

Sample No.	No. bags ~~loose~~	Quantity Represented
1	2	100 lbs

Purpose of Sample: ☒ Mix Design Record ☐ Check ☐ Qualifying ☐

FIELD CONTROL TEST NUMBER: —

AGGREGATE SIZE: 3-4 BRAND AND GRADE OF ASPHALT: TYPE MIX:

INTENDED USE: ?

QUARRY OR GRAVEL LOCATION AND SOURCE NUMBER: SANTOSH 5-4-1

SAMPLED AT: STOCKPILE @ PAVING PLANT.

REMARKS, INSTRUCTIONS, OR SPECIAL DATA:

This MATERIAL requested by Salem Lab. Glen Boyle

SIEVE ANALYSIS

		Sieve Size	Precent Passing
10/¼	%		
40/10	%		
200/10	%		
Fracture	%		
PI			
LL			
S.E.			
Moisture	%		
Retention	%		
Extracted A/C	%		
Total A/C	%		

INDICATE TEST REQUIRED: Each sample requires separate data sheet. List additional projects separately.

SIEVE ANALYSIS

Sieve Size	☒ T-27 Percent Passing	☒ T-11 Percent Passing
3/4	100	100
1/2	91.7	92.4
3/8	44.9	46.0
#4	9.9	9.7
#8	3.3	3.5
#16	0.9	1.3
#30	0.6	1.0
#50	0.7	0.8
#100		

Fracture %
10¼ %
40/10 %
200/10 %
Mix Design No.
Moisture %
Retention %
Extracted A/C %
OSHD Asphalt %

☐ T-11 P200 0.7 %

Total wt. of sample = 4810

☒ T-19 UNIT WT lb/ft LOOSE 92.12 COMPACT

COMB: % THIS SAMPLE % LAB. No. =

☐ T-21 ORGANIC COLOR PLATE NO. (Standard #3)

☐ T-84 Sp. Gravity, Bulk SSD Appar. Absorp.

☒ T-85 Sp. Gravity, Bulk 2.65 SSD 2.69 Appar. 2.77 Absorp. 1.94 %

☐ T-89 L.L. ☐ T-90 PLASTICITY INDEX

☐ OSHD SAND EQUIVALENT

☐ T-96 ABRASION GRADING Percent Wear

☒ T-104 SODIUM SULFATE SOUNDNESS PERCENT LOSS

2½ -1½ 1½ - ¾ Rip Rap Avg.

1½ - ¾ ¾ - 3/8 1.0 3/8 - 4 3.0 C.A. 2.0

4 - 8 8 - 16 16 - 30 30 - 50 F.A.

☒ OSHD DEGRAD Ht. 20" in. P20 12.1 % Ref. Ht. in. P20 %

¼-0 Ref. Ht. in. P20 %

☐ T-112 FRIABLE PARTICLES Wt. Avg. %

1½ - ¾ % ¾ - 3/8 % 3/8 - 4 % 4 - 16 %

☐ T-113 LIGHT WEIGHT PIECES C.A. % F.A. %

☐ T-182 ASPH. STRIP BRAND Grade Coated

Additive Brand %

Brand Grade Coated

☐ OSHD FINENESS FACTOR—1½, ¾, 3/8, 4, 8, 16, 30, 50, 100

☐ Wood Waste %

Additional Tests: DMSO Loss % 3/4-1/2 = 1.5, 1/2 3/8 = 3.2, 3/8-4 = 3.2

cc: ☐ FHWA
☐ Construction Engineer
☐ Region Engineer
☐ Resident Engineer
☐ District Engineer
☐ Geology and Soils
☐ Reg. Geologist
☐ Files

Material represented by this sample Does ☒ Does not ☐ comply with specifications.

Lab Comments: Mix Design to be forwarded

Date Received 1-6-89

Date Reported

Lab Charges $ 273.00

Engineer of Materials

Oregon State
HIGHWAY DIVISION
Materials Section

Form 734-3880

SAMPLE DATA AND LABORATORY TEST REPORT

☒ AGGREGATE ☐ BITUMINOUS MIXTURE

Page ____ of ____ pages

Data Sheet No.: 2003

LABORATORY REPORT NUMBER 04 0252

Project: Vista Ridge Tunnel
Highway: Sunset
Contractor: R.A. Hatch (Lakeside Industries)
Submitted by: D. Vessey

Contract No.: 9700
Res. Engr.: J. Cochell
Sampled by: Vessey & Merriman

Prefix No.: 26-1035
County: Mult.
F.A. Proj. No.: H.E.S. 27-2-(05)
Date Sampled: 1-4-84

Sample No.	No. bags ~~or buns~~	Quantity Represented
1	2	100 lbs.

Purpose of Sample: ☒ Mix Design Record ☐ Check ☐ Qualifying ☐

FIELD CONTROL TEST NUMBER:

AGGREGATE SIZE: BRAND AND GRADE OF ASPHALT: TYPE MIX:
¼-0

INTENDED USE:
?

QUARRY OR GRAVEL LOCATION AND SOURCE NUMBER:
Santosh 5-4-1

SAMPLED AT:
Stockpile @ Paving Plant

REMARKS, INSTRUCTIONS, OR SPECIAL DATA:
This Material Requested by Salem Lab
Glen Boyle

SIEVE ANALYSIS

	Sieve Size	Percent Passing
10/¼	%	
40/10	%	
200/10	%	
Fracture	%	
PI		
LL		
S.E.		
Moisture	%	
Retention	%	
Extracted A/C	%	
Total A/C	%	

INDICATE TEST REQUIRED: Each sample requires separate data sheet. List additional projects separately.

SIEVE ANALYSIS

Sieve Size	☒ T-27 Percent Passing	☒ T-11 Percent Passing
1"	100	100
¾"	99.1	99.9
½"	90.1	90.6
⅜"	75.5	75.9
#4	43.4	43.9
#8	18.3	19.0
#16	8.1	7.6

Oregon State HIGHWAY DIVISION
Materials Section
Form 734-3880

SAMPLE DATA AND LABORATORY TEST REPORT

☒ AGGREGATE ☐ BITUMINOUS MIXTURE

Page ____ of ____ Pages
Data Sheet No.: 2004
LABORATORY REPORT NUMBER 84 0253

Project: Burlington Creek - Summit Hwy
Highway: Wilson River
Contractor: Baker Rock Products
Submitted by: Dossey
Contract No.: 46-57
Res. Engr.: J. Cockrell
Sampled by: Dossey & Brannan
Prefix No.: 34-10E
County: Wash.
F.A. Proj. No.: E-NH-5(16)
Date Sampled: 1-6-84

Sample No.	No. bags or boxes	Quantity Represented
1	2	100 lbs

Purpose of Sample: ☒ Mix Design Record ☐ Check ☐ Qualifying ☐

AGGREGATE SIZE: BRAND AND GRADE OF ASPHALT: TYPE MIX:
3/4-0
INTENDED USE:
C-1111 (Study)
QUARRY OR GRAVEL LOCATION AND SOURCE NUMBER:
Baker County # 34-E0-1
SAMPLED AT:
Stockpile @ Paving Plant
REMARKS, INSTRUCTIONS, OR SPECIAL DATA:
This material requested by Salem Lab. Glen Berry

FIELD CONTROL TEST NUMBER:

SIEVE ANALYSIS

		Sieve Size	Precent Passing
10/¼	%		
40/10	%		
200/10	%		
Fracture	%		
PI			
LL			
S.E.			
Moisture	%		
Retention	%		
Extracted A/C	%		
Total A/C	%		

INDICATE TEST REQUIRED: Each sample requires separate data sheet. List additional projects separately.

SIEVE ANALYSIS ☒ T-27 ☒ T-11

Sieve Size	Percent Passing	Percent Passing
1	100	100
½	91.3	92.3
⅜	34.5	36.5
¼	4.5	6.1
4	2.0	3.5
10	1.7	3.2
40	1.5	3.0
200	1.2	2.7

Fracture %
10¼ %
40/10 %
200/10 %
Mix Design No.
Moisture %
Retention %
Extracted A/C %
OSHD Asphalt %

T-11 P200 2.6 %
Total wt. of sample = 5350

☒ T-19 UNIT WT lb/ft LOOSE 92.7 COMPACT
COMB: % THIS SAMPLE % LAB. No. =
☐ T-21 ORGANIC COLOR PLATE NO. (Standard #3)
☐ T-84 Sp. Gravity, Bulk SSD Appar. Absorp.
☒ T-85 Sp. Gravity, Bulk 2.63 SSD 2.71 Appar. 2.96 Absorp. 3.07
☐ T-89 L.L. ☐ T-90 PLASTICITY INDEX
☐ OSHD SAND EQUIVALENT
☒ T-96 ABRASION GRADING C Percent Wear 16.5
☒ T-104 SODIUM SULFATE SOUNDNESS PERCENT LOSS
2½-1½ ____ 1½-¾ ____ Rip Rap Avg. ____
1½-¾ ____ ¾-3/8 2.6 3/8-4 8.5 C.A. 6.5
4-8 ____ 8-16 ____ 16-30 ____ 30-50 ____ F.A. ____
☒ OSHD DEGRAD Ht. 0.9 in. P20 12.5 % Ref. Ht. ____ in. P20 ____ %
¼-0 Ref. Ht. ____ in. P20 ____ %
☒ T-112 FRIABLE PARTICLES 90F Wt. Avg. 0.6 %
1½-¾ ____ % ¾-3/8 0.5 % 3/8-4 0.7 % 4-16 ____ %
☒ T-113 LIGHT WEIGHT PIECES C.A. 0.1 % F.A. % Coated
☐ T-182 ASPH. STRIP BRAND ____ Grade ____ Coated ____
Additive Brand ____ % ____
Brand ____ Grade ____ Coated ____
☐ OSHD FINENESS FACTOR—1½, ¾, 3/8, 4, 8, 16, 30, 50, 100
☐ Wood Waste %
Additional Tests: DMSO % Loss 20.8
12-3/8=1.3 3/8-4=13.6

cc: ☐ FHWA
☐ Construction Engineer
☐ Region Engineer
☐ Resident Engineer
☐ District Engineer
☐ Geology and Soils
☐ Reg. Geologist
☐ Files

Material represented by this sample Does ☐ Does not ☒ comply with specifications.

Lab Comments: Excess P20's. DMSO Test results indicate excessive.

Date Received 1-6-84
Date Reported
Lab Charges $ 406 00

Engineer of Materials

Oregon State HIGHWAY DIVISION
Materials Section
Form 734-3880

SAMPLE DATA AND LABORATORY TEST REPORT

☐ AGGREGATE ☐ BITUMINOUS MIXTURE

Page ____ of ____ pages
Data Sheet No.: 2005
LABORATORY REPORT NUMBER 84 0254

Project: Haley Creek - Summit Hwy
Highway: Wilson River
Contractor: Gary Baker Rock Products
Submitted by: D. Vessey
Contract No.: 91-57
Res. Engr.: J. Cockell
Sampled by: Vessey/Merryman
Prefix No.: 34-11SE
County: Wash
F.A. Proj. No.: F-35-(10)
Date Sampled: 1-6-84

Sample No.	No. bags or boxes	Quantity Represented
1	2	2

Purpose of Sample: ☒ Mix Design Record ☐ Check ☐ Qualifying ☐

FIELD CONTROL TEST NUMBER:

AGGREGATE SIZE: BRAND AND GRADE OF ASPHALT: TYPE MIX:
¼-0

INTENDED USE:
C-Mix (Study)

QUARRY OR GRAVEL LOCATION AND SOURCE NUMBER:
Baker Quarry # 34-EC-1

SAMPLED AT:
Stockpile @ Paving Plant

REMARKS, INSTRUCTIONS, OR SPECIAL DATA:
This material requested by Sales Inc; Glen Boyle

SIEVE ANALYSIS		Sieve Size	Precent Passing
10/¼	%		
40/10	%		
200/10	%		
Fracture	%		
PI			
LL			
S.E.			
Moisture	%		
Retention	%		
Extracted A/C	%		
Total A/C	%		

INDICATE TEST REQUIRED: Each sample requires separate data sheet. List additional projects separately.

SIEVE ANALYSIS

Sieve Size	☒ T-27 Percent Passing	☒ T-11 Percent Passing
½	100	100
⅜	99.9	99.9
#4	74.3	9-.3
#8	14.1	14.7
#16	36.6	37.7
#30	15.7	17.2
#50	8.2	10.6

☐ T-11 P200 10.3 %

Total wt. of sample = 3608

Fracture %
10/¼ 40.0 %
40/10 45.6 %
200/10 28.1 %
Mix Design No.
Moisture %
Retention %
Extracted A/C %
OSHD Asphalt %

☐ T-19 UNIT WT lb/ft LOOSE COMPACT
COMB: % THIS SAMPLE % LAB. No. =
☐ T-21 ORGANIC COLOR PLATE NO. (Standard #3)
☒ T-84 Sp. Gravity, Bulk 2.53 SSD 2.66 Appar. 2.89 Absorp. 4.89
☐ T-85 Sp. Gravity, Bulk SSD Appar. Absorp.
☐ T-89 L.L. ☐ T-90 PLASTICITY INDEX
☐ OSHD SAND EQUIVALENT
☒ T-96 ABRASION GRADING Percent Wear Coarse .. 84-0253
☒ T-104 SODIUM SULFATE SOUNDNESS PERCENT LOSS
2½-1½ ____ 1½-¾ ____ Rip Rap Avg. ____
1½-¾ ____ ¾-3/8 ____ 3/8-4 ____ C.A. ____
4-8 3.1 8-16 10.2 16-30 9.7 30-50 12.5 F.A. 7.6
☒ OSHD DEGRAD Ht. ____ in. P20 ____ % Ref. Ht. ____ in. P20 ____ %
¼-0 Ref. Ht. 2.9 in. P20 10.9 %
☒ T-112 FRIABLE PARTICLES 80Z Wt. Avg. 1.8 %
1½-¾ ____ % ¾-3/8 ____ % 3/8-4 ____ % 4-16 1.8 %
☒ T-113 LIGHT WEIGHT PIECES C.A. % F.A. 0.0 %
☐ T-182 ASPH. STRIP BRAND ____ Grade ____ Coated ____
Additive Brand ____ % ____
Brand ____ Grade ____ Coated ____
☐ OSHD FINENESS FACTOR—1½, ¾, 3/8, 4, 8, 16, 30, 50, 100
☐ Wood Waste %
Additional Tests: DMSO % Loss 4 8: 17.0, 8-16: 14.1, 16-30: 12.7, 30-50: 14.0

cc: ☐ FHWA
☐ Construction Engineer
☐ Region Engineer
☐ Resident Engineer
☐ District Engineer
☐ Geology and Soils
☐ Reg. Geologist
☐ Files

Material represented by this sample Does ☐ Does not ☒ comply with specifications.

Lab Comments:
deficient P10/P4 and excess P200
DMSO Test result indicate excess loss. [illegible] Mg [illegible] are [illegible]

Date Received 1-6-84
Date Reported
Lab Charges $ 41.50

Engineer of Materials

rll 7/21

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-27-2(13)

2. STATE PROJECT NO. See below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20153

2A. COUNTY NAME
Multnomah

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 7/20/83

8. FEDERAL ROUTE NUMBER Primary 27

9. STATE ROUTE NUMBER Primary 47

10. GENERAL LOCATION:
Vista Ridge Tunnel Section

11. GENERAL DESCRIPTION OF WORK
Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* See below

13. REMARKS

As requested by Mr. Potter's letter of 7/13/83 I approve the program change as follows:

1) Project Name: Change to read "Vista Ridge Tunnel Section".
2) Character of Proposed Work: Add "Skid Proof Overlay".
3) Work Type Code: Add under CONST. "SFTY".
4) Estimated Project Cost by Phases: Change CONST. to read ---

TEC	FF	SF
$1,100,000	$ 990,000	$ 110,000

5) Project Data: Change 2) to read "Overlay existing E. bound roadway with skid proof high-type pavement as directed (Approx. 0.341 miles), install traffic -----".

RECEIVED
STATE HWY ENGR
JUL 25 '83
REFER TO Potter
FOR
Orig 7/25

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE 7/20/83

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-27-2(13)		
2. STATE PROJECT NO. See below		
3. FROM Dale E. Wilken, Division Administrator FHWA - Oregon Division	4. PROGRAM NO.	2A. COUNTY NAME Multnomah
	5. ITEM NO. 20153	

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
7/20/83	Primary 27	Primary 47

10. GENERAL LOCATION:

Vista Ridge Tunnel Section

11. GENERAL DESCRIPTION OF WORK

Paving, barriers and loop detectors

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Mr. Potter's 7/18/83 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $258,492 Federal Funds $232,642.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
JUL 27 '83

REFER TO
Potter
FOR

Info	Invest	R/D	D/R	Sign	Act	File

Orig to Tel Ltr 7/27

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
7/20/83	G. K. Hoesner	for Division Administrator

FORM FR-1240 (Rev. 12-78) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
ENV 3

July 18, 1983

Versteeg
Anderson
Adams
Macnab
Stoudenmayer
Terpin
Trout
Wakerlin

RECEIVED
JUL 19 1983
ROAD DESIGN SECTION

Copy
Copy

Dr. Paul Herman
Noise Control Office
Neighborhood Division
Bureau of Buildings
1120 S.W. 5th Avenue
Portland, OR 97204-1992

RE: Noise Variance Application
Sunset Highway @ Vista Ridge Tunnel
Sunset Highway
Multnomah County

Dear Dr. Herman:

Please process this noise variance application as per Chapter 18.14 of Portland City Ordinance No. 141882. As per your conversation with Tim Thex on July 15, 1983, it is our understanding that this project would require a Class B variance, even though the application form is for a Class A variance.

Attached to the application is a copy of common construction equipment noise emission levels and our standard noise mitigation measures that the contractor can be required to do.

We would appreciate the processing of this variance application as quickly as possible. As Tim Thex mentioned to you on July 15, 1983, a representative of our department could attend the August 3 meeting of the Noise Review Board if necessary.

Sincerely yours,

ORIGINAL SIGNED BY
TIM H. THEX

Campbell M. Gilmour, Manager
Environmental Section
412 Transportation Building
Salem, OR 97310

CMG:TT:lm
Attachment
bc: E. S. Hunter
E. L. Hardt
Steve McNab
Hal Versteeg
Jef Kaiser
Tim Thex w/attach

Form 734-3122

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION

In Reply Refer to
File No.:

Date: July 13, 1983 PRO 6-2

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Item No. 20153
Project No. HES-27-2(13)
Sunset Hwy. @ Vista Ridge Tunnel Sec.
Multnomah County

I request approval of a program change to increase the scope of work to include placement of a skid proof overlay beginning approximately 650 feet westerly of the E. Bd. tunnel and ending approximately 150 feet easterly of the E. Bd. tunnel. This change will require modifications as follows:

1) Project Name : Change to read "Vista Ridge Tunnel Section".
2) Character of Proposed Work : Add "Skid Proof Overlay".
3) Work Type Code : Add under CONST. "SFTY".
4) Estimated Project Cost by Phases : Change CONST. to read ---

TEC	FF	SF
$1,100,000	$ 990,000	$ 110,000

5) Project Data : Change 2) to read "Overlay existing E. bound roadway with skid proof high-type pavement as directed (Approx. 0.341 miles), install traffic -----".

JLG:bks

cc: General Files

734-1839

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

47

LOC 16-3

TO: Stephen Macnab
Specifications Engineer

DATE: July 6, 1983

FROM: John T. Scofield
Surfacing Design Engineer

SUBJECT: Sunset Highway @ Vista Ridge Tunnel - EB

The paving of the Class "C" and "E" A.C. on this project will be done at night. The requirements of Section 403.31 will need to be changed to allow lower temperatures. We need to change the air temperature minimum to 40° F. We should have a cut-off date for placing the "E" Mix of September 15th.

We also want a fog seal of CSS-1 Emulsion on the completed "E" Mix. This should be CSS-1, diluted with 50% water and applied at about 0.12 gallons per square yard. We should show a range of 0.10 to 0.20 gallons per square yard in the Specifications. This fog seal will need a light application of sand after the emulsion breaks. The sand should be crushed sand with 100% passing the ¼" sieve.

JTS:tab

cc: FHWA
Frank Terpin
J. H. Versteeg
Norm Cuno
Ed Hardt
C. Eshelman
Jim Wilson

RECEIVED
JUL 8 1983
ROAD DESIGN
SECTION

125-1387

9750

417

STATE OF OREGON
Highway Division

INTEROFFICE MEMO

LOC 16-3

TO: MEMO TO THE FILE

DATE: June 14, 1983

FROM: John T. Scofield
Surfacing Design Engineer

SUBJECT: Recommendation for Surfacing Vista Ridge Tunnel Sunset Highway

1 Versteeg ✓
Anderson
2 ✓
Bloodenmeyer
Trout
Wakerlig

RECEIVED
JUN 16 1983
FINAL DESIGN SECTION

Do Not File
Return To
Bring Up ...../...../...
Action

The Continuously Reinforced P.C.C. Pavement, eastbound in the Vista Ridge Tunnel on the Sunset Highway, is worn and has a high rate of accidents.

To improve the skid resistance of this section, I have submitted a Surfacing Design (April 29, 1983), calling for an A.C. overlay. This overlay would consist of 2 inches of Class "C" A.C., with a wearing surface of 1 inch of Class "E" A.C.

Following are the advantages for this proposal, over the option of grinding to provide skid resistance.

1) The A.C. overlay adds to the structural section, instead of subtracting. The added support from the A.C. is not a lot, but removing P.C.C. will shorten the life of the section by a year or two.

2) Total estimated costs are about equal. Grinding = $70,000, A.C. overlay = $85,000. With the A.C. overlay the proposed edge barriers can be poured on the existing curb. With grinding the existing curb would have to be removed, thus the A.C. alternate is actually about the same cost, or maybe cheaper.

3) Life of the treatments are possibly equal, except that at the end of the 5 or 6 year life, the A.C. alternate, only needs to have a new 1 inch lift of Class "E" A.C. The grinding option would require a complete overlay.

4) The Class "E" A.C. wearing surface will dissipate water better than longitudinal groves.

5) When the Class "E" wears to the point that ruts are unacceptable (½"±), the remaining "E" mix can be removed by cold planning and a new lift placed. This is a simple night time operation.

REFERRED TO
Watson ✓ Mann
Cole Bloodenmeyer
Eriksen King
Beard Bedford Lee
Return Discuss Do File Due
By FINAL DESIGN ENGINEER

125-1367

I discussed this situation with Washington D.O.T. They have a section of freeway in Seattle with an "S" curve, that had similar accident problems. They placed a 1 inch friction course directly on the P.C.C. pavement. It has lasted about 6 years. It now needs to be redone. They say that they plan to do something very similar to my recommendation, with 2 lifts of pavement.

We definitely have to remember that this P.C.C. pavement is of marginal thickness already, and has already accomodated a significant number of heavy loads.

JTS:tab

cc: J. H. Versteeg
Walt Hart
Gordon Beecroft
Ed Hardt

1700

47 N

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES 16

TO: MEMO TO THE FILE

DATE: May 23, 1983

FROM: D. R. Adams
Final Design Engineer

SUBJECT: Vista Ridge Tunnel
Status Resurfacing

1 Versteeg ✓
Anderson
Adams
Apb 2 Hm
Claudenmeyer
Terrin
Trout
Wagner

RECEIVED
MAY 24 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ____/____/____
Action

The continuously reinforced concrete pavement in the eastbound Vista Ridge Tunnel requires resurfacing to restore its skid resistance. Of the several possible options, paving with a 1-inch "E" mix over 2 inches of "B" mix asphalt is most promising. Use of PCC bonded overlay may be considered further if current California test results indicate high service potential.

Alternative solutions investigated, with estimated cost, are as follows:

1.	Groove existing PCC pavement at	$ 70,000
2.	Grind existing PCC pavement at	$ 70,000
3.	Grind (clean) and place 2-inch bonded concrete overlay at	$400,000
4.	A.C. overlay with 1-inch "E" mix and 2 inches "B" mix at	$ 75,000

In reviewing the alternative solutions, the following considerations were:

Alternate 1 - Grooving

The original paving was 8 inches thick. The pavement was grooved through a maintenance contract. Grooving was intended to penetrate at least 1/8-inch into existing ruts. Net remaining thickness is 7-1/2 inches, approximately, after grooving. Wear, beyond the original groove depth, and across the full cross-section has occurred. Further grooving of 1/2 - 3/8-inch would leave an estimated PCC depth slightly over 7 inches. With truck traffic at 4,000 per day, this reduction in depth would seriously impair the pavement service life. There is a good chance that grooving will expose reinforcing steel. Grooving would weaken the pavement here when at other locations, PCC thickness is being increased. Grooving is undesirable for these reasons.

Installation of GM rail will require either removal of the curb and reconstruction as part of the GM barrier or encroachment into the travel way. Cost is not included in estimate.

81-125-1367

Alternate 2 - Grinding

The grinding alternative was proposed to remove ruts and provide a new texture to the full surface. This proposal suffers from disadvantages similar to grooving.

The effective depth of the grinding is variable across the cross-section due to rutting. Grinding will reduce the surfacing thickness by approximately 1/2-inch outside the ruts. In the rutted portions, the net reduction of pavement will be less but the pavement structure would be weakened sufficiently as grinding reduced the net effective 'beam depth' of concrete.

Grinding may not have as serious effect on the concrete pavement as grooving, but it is the wrong direction to take. Rather than sacrificing pavement strength to restore a non-skid wearing surface, we should consider both problems. Surfacing should be improved and pavement strength should be enhanced.

Alternate 2, grinding, is an undesirable solution. It does not address both problems.

Conditions affecting installation on concrete barrier under this alternative are the same as under Alternate No. 1.

Alternate 3 - Bonded Concrete Overlay

This initial suggested solution requires grinding to remove the rutting followed by a 2-inch PCC bonded overlay.

The biggest advantage of this alternate is the extension of pavement design life by 5 - 10 years. This advantage is weakened by disagreement on this time by Surfacing Design and Bridge Engineering Sections. Also, it would be "nice" to maintain the esthetics of a concrete "white" surface, but this is a weak argument. The approach to the tunnel is asphalt, as is the section "out of" the tunnel.

Traffic handling is a major stumbling block. Ron Failmezger says two lanes through the tunnel are required to handle the morning peak traffic in addition to diverting some traffic over to old Canyon Road. The tunnel could be closed at night to facilitate construction. Handling traffic appears possible for this alternative but less than desirable.

Considering the estimated cost in dollars and traffic disruption, this solution appears too costly.

Alternate 4 - AC Overlay with "E" Mix

Paving 2 inches of AC with a 1-inch "E" mix overlay has several advantages:

1. Paved surfacing is increased to strengthen the roadbed structure.

2. Future fixes of the "E" mix overlay can be accomplished readily.

3. Traffic can be reasonably handled.

4. Design of the GM rail installation is facilitated by this alternate.

As always, some disadvantages exist:

1. There will be less reflected light -- the tunnel will appear darker than it does now.

2. Compared to concrete bonded overlay, resurfacing would be required earlier.

The AC overlay can be quickly placed at night. Grinding of existing surfaces would not be done; instead, rubber-tired rollers would be specified to achieve needed compaction in rutted areas. A rapidly moving job would disrupt traffic minimally with closures only on two nights.

The life of the "E" mix would be four years. Future work to restore skid resistance would be either grinding to a non-rutted surface or repaving the "E" mix only. The cost of this would be less than the $75,000 initial cost of this project.

The concrete barrier installation will utilize the remaining curb exposure as the required vertical face at the base of the GM shape. Removal of existing curb is not required and the cross-section width in the tunnel will remain the same.

My recommendation is to proceed with the AC overlay.

Cores are to be taken the week of May 23. The conditions the core indicate could influence my recommendation if they show an existing surface thickness greater than 7-1/2 inches in the rutted portions; otherwise, I believe the strength of the pavement should be increased rather than decreased as truck loads increase.

DRA:ja

sent 5-24-83

cc Ed Hardt
Don Beecroft
Walt Hart
John Scofield

12-7-82

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

Multnomah Co.

SECTION: Sunset Hwy. @ Vista Ridge Tunnel

KEY ID#:

REGION: Metro Region

Sunset Highway SURVEY AUTHORITY #47

AUTHORIZATION NO.: 1

PREFIX: 26-1947

DATE:

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$ 500	$	915 AUDITS	$	$	933 SURFACE DESIGN	$ 500	$
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION			935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC	1000	
905 FINAL DESIGN	1,500		920 PROGRAM MANAGEMENT	200		937 HYDRAULICS		
906 BRIDGE DESIGN	1,000		921 SPECIFICA-TIONS	4,000		938 REGION ENVIRONMENT	100	
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES	100		949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION	200		950 TRAINING		
910 REGION GEOLOGIST			924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION	5,000 ~~3000~~		925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON	200		932 RAILROAD & UTILITIES	200				
						TOTALS	$14,500	$ 14,500
						PREVIOUS AUTHORIZATION		$
						ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX:

FEDERAL AID PROJECT NUMBER: HES-27-2(13)

LOCATION ENGINEER'S REMARKS

Perform all necessary work to prepare plans, specifications, & estimate for a construction contract to install a computorized variable message sign.

The Traffic Section Function #911 includes $1000 for research unit work on skid resistance.

Approved by Hwy Eng'r 9-16-82 $600,000 HES

PREPARED BY	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X Dennis E. Adams	DATE 11/3/82
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 11-3-82
RECOMMENDED, LOCATION ENGINEER X Frank E. Pepin	DATE 10/27/82	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID #:

SECTION: Sunset Hwy. @ Vista Ridge Tunnel

REGION: Metro Region

STATE HIGHWAY #	HIGHWAY NAME	MILE POST	LENGTH
47	Sunset	FROM 72.50 TO 73.50±	1.0 mile

☒ URBAN ☐ RURAL	CITY	COUNTY	ROAD/STREET NAME
	Portland	Multnomah	Sunset Highway

ROUTE #	FEDERAL AID #	APPLICANT (IF OTHER THAN STATE)
US 26	FAD 27	

COST ESTIMATES (000's)			PROJECT DATA			RIGHT OF WAY	
PRELIMINARY ENGINEERING		$ 14.5	GRADING (✓)			FILES (#)	0
RIGHT OF WAY		$	PAVING (✓)	X		ACRES (#)	0
ROADWAY	$		STRUCTURES (✓)			RELOCATIONS (#)	0
STRUCTURES	$		SIGNING (✓)	X		WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS	$		SIGNALS (✓)			PRELIMINARY ENGINEERING (S,C,A)	S
ILLUMINATION	$		ILLUMINATION (✓)			CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$					RIGHT OF WAY DESCRIPTIONS (S,C,A)	
	$		ENVIRONMENTAL CLASS (1,2,3)	2		RIGHT OF WAY ACQUISITIONS (S,C,A)	
40% ENGINEERING & CONTINGENCIES	$		DESIGN CATEGORY (1-7)			CONSTRUCTION BY	
TOTAL CONSTRUCTION		$ 585.5	WORK TYPE (1-12)			☒ CONTRACT ☐ OTHER ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	
TOTAL ESTIMATE		$ 600.0					

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR)	RECOMMENDED FUNDING SOURCE	RECOMMENDED PROGRAM YEAR
	/	Title II	1983

RECOMMENDED PROGRAM REVISIONS

	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's)
☐ POSTPONE ☐ CANCEL				$
☐ POSTPONE ☐ CANCEL				$

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	3	3
STRUCTURES (#)		
SIGNALS (#)	loop detection	signing
BIKE PATH (Y/N)		
AVERAGE DAILY TRAFFIC	43,300	
YEAR OF AVERAGE DAILY TRAFFIC	1981	

DEFINE THE PROBLEM

Numerous multi-vehicle accidents in a restricted sight distance area. This is a full access controlled freeway on a downhill grade with high speeds.

PROPOSED SOLUTION

Install vehicle loop detectors to monitor speed/congestion and flash messages on an advanced informational sign to warn motorists when slow travel occurs. Investigate overlay of roadway surface.

REQUESTED, REGION ENGINEER	DATE
X [signature] for EL H.	

APPROVED, ASST. HWY. ENG. FOR OPERATIONS	DATE
X	

APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING
X				

734-1911 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION

Sunset Hwy. @ Vista Ridge Tunnel

REGION

Metro REgion

PROJECT JUSTIFICATION

Based on the accident history, the Traffic Section has determined that a project in the $600,000 range can be justified for funding under the Title II Hazard Elimination Program.

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS

PART 1 - PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: Sunset Hwy. @ Vista Ridge Tunnel

REGION: Metro Region

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	S	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	N	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	N	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	N	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N			SIGNALS	N	OLD (#)	NEW (#)
						UTILITIES	S	(LIST BELOW)	

COMPANIES

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
0	0	0	0

RIGHT-OF-WAY LIAISON		EASEMENTS (#)		ACCESS CONTROL (Y/N)		DESIGN SPEED	DESIGN STANDARDS
	0		0		0	55	AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
				10'	12'	12'	12'	8'	12'	12'	12'	10'				
PROPOSED							NO CHANGE									

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Frank E. Burgin

Location Engineer

Date 11/18/82

734-1912 (7-82)

PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Sunset Hwy. @ Vista Ridge Tunnel

REGION
Metro Region

ESTIMATED RIGHT-OF-WAY IMPACTS

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

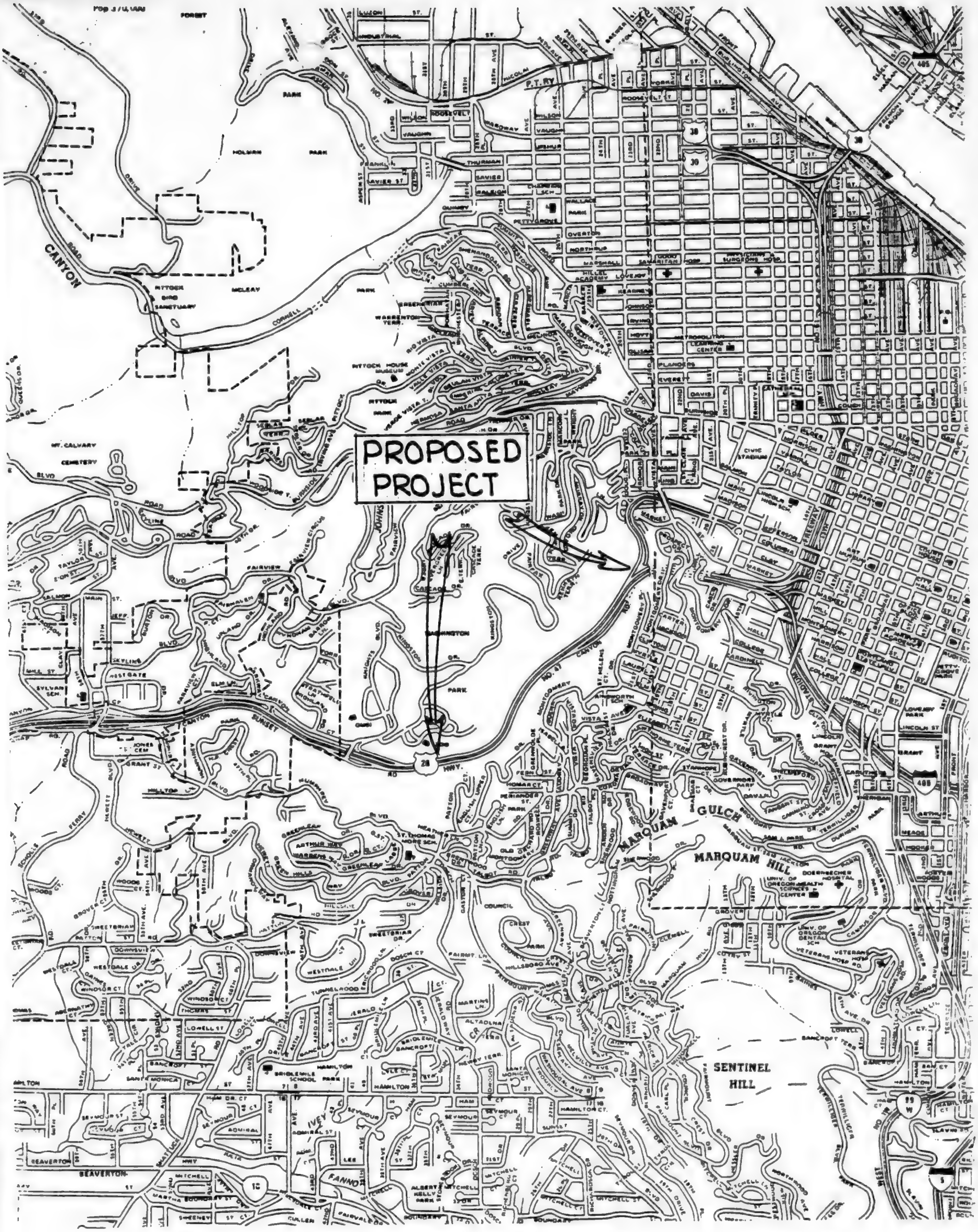
☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X		

734-1913 (7-82)


PROPOSED
PROJECT
MARQUAM GULCH
MARQUAM HILL
SENTINEL HILL
CANYON ROAD
BEAVERTON
FANNO
MT. CALVARY CEMETERY
HOLMAN PARK
MCLEAY PARK
WALLACE PARK
WASHINGTON PARK
SUNSET PARK
WEST PARK
HITTOCK BIRD SANCTUARY
HITTOCK HOUSE MUSEUM
ST. HELENS CT.
P.T.RY
HWY. 26
HWY. 10
HWY. 99W
HWY. 5
HWY. 30
HWY. 405

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

10-5-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-27-2(13)		
2. STATE PROJECT NO. See below		
3. FROM Dale E. Wilken, Division Administrator, Federal Highway Administration, OR Division	4. PROGRAM NO.	2A. COUNTY NAME Multnomah
	5. ITEM NO. 20153	

6. TO

H. S. Coulter, State Highway Engineer
Oregon State Highway Division, Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
10/5/82	Primary 27	Primary 47

10. GENERAL LOCATION:

Sunset Hwy. at Vista Ridge Tunnel Section

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [X] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION — TEC $50,000
- [ ] ACQUISITION OF RIGHT-OF-WAY — FF $45,000
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's letter of 9/30/82

RECEIVED
STATE HWY ENGR
OCT 8 '82
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
10/5/82	G. K. Sommer	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

Date: September 30, 1982 PRO 6-2

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: D.E. Swan, P.E.
Program Control Engineer

Subject: Program Data Submission
Item No. 20453
Project No. HES-27-2(13)
Sunset Hwy. @ Vista Ridge Tunnel Section
Multnomah County

Attached data consists of PR-1 forms with project maps, narrative, Safety Priority Index System (print outs), accident data and sketch map.

I request the following:

1) Concurrence that the project qualifies for the "Timesavings Procedures" enumerated in FHPM 8-2-3.

2) Concurrence that the project falls under the State-wide Categorical Exclusions approved by FHWA 2-25-80 satisfying the requirements of FHPM 7-7-2.

3) Authorization to proceed with all phases of preliminary engineering including utility preparatory work necessary to obtain P.S.&E. Approval for subject project at a total estimated cost of $50,000 with Federal funds of $45,000.

DRH:bks
Attachments

cc: L.E. George
E.L. Hardt (Metro)
Jon Rose (Metro)
Earl Mershon (Metro)
General Files

Form 734-3122

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO
PRO 6

TO: H. S. Coulter
State Highway Engineer

DATE: September 10, 1982

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Title II Hazard Elimination Project
Sunset Highway - M.P. 72 - M.P. 74

A project has been requested to install traffic actuated, computerized, variable message, overhead signs on the eastbound lanes of the Sunset Highway at the Vista Ridge Tunnel.

Construction will be by contract with State Forces performing all phases of engineering.

In summary:

Jurisdiction	Project Name	Total Cost	Federal Funds	State Funds
State	Sunset Hwy. @ Vista Ridge Tunnel Multnomah County	$600,000	$540,000	$60,000

The project has been investigated and is eligible for funding under the Title II, Hazard Elimination Program. We recommend your approval and request that you authorize this project under delegated authority.

9-16 Memo to Hammer orig to George file

L. E. GEORGE - TRAFFIC ENGINEER

RHB:np
Att.

RECEIVED
STATE HWY ENGR
SEP 15 '82
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

APPROVED:

for State Highway Engineer

9-16-82
Date

PORTLAND
Pop 370,000
PROJECT LOCATION
N
FOREST PARK
HOLMAN PARK
MCLEAY PARK
PITTOCK BIRD SANCTUARY
PITTOCK PARK
WASHINGTON PARK
MARQUAM GULCH
MARQUAM HILL
SENTINEL HILL
MT. CALVARY CEMETERY
ZOO
P.T. RY.
CANYON ROAD
CORNELL ROAD
SUNSET HWY.
26 HWY.
405
30

1983 Arterial St. Overlay Proj. 9701
No. 4 (Portland) Unit 2. (Grading,
paving, and signals)

jc cc: OSHD (L. W. Pulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1	Multnomah	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
8/17/87	Larry Heil, Assistant Area Engineer	IX-0000(53)

COMPLETION DATE (Actual)	ACCEPTANCE DATE BY CONRTACT AGENCY	TIME ELAPSED	CONTRACT TIME
9/4/84	4/24/86	100 %	a) Holgate Blvd. 75 CD b) Basin Ave. 90 CD

LOCATION

SEE BELOW

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

ARTERIAL ST. OVERLAY NO. 4 (PORTLAND) UNIT 2
N. BASIN AVE. (N. WEBSTER ST.-N. FATHOM ST. SECTION)
S. E. HOLGATE BLVD. (S.E. MC LOUGHLIN BLVD.-S.E. 17TH AVE. SECTION)
Grading, Paving and Signals

This project provided for roadway reconstruction (10" CTB, 2" A.C. Base and 2" A.C. wearing course), construction of curb, sidewalk, driveway approaches and railroad crossings and installation of traffic signals on the subject sections of roadway.

The contract was awarded to Cascade Construction Company on 8/16/83. Work started 8/23/83 and was completed 8/4/84. A 3 C.D. phase "a" nonparticipating time extension was granted for a utility related delay leaving 25 C.D. of liquidated damages. A 51 C.D. phase "b" time extension was granted for additional work leaving 17 C.D. liquidated damages. The final project cost overran the original authorization of $944,507 by 14.5% due primarily to numerous subgrade failures which required subexcavation and installation of trench drains to correct the problem. There were no contract claims or materials problems.

All physical construction and materials incorporated into this project are considered to be in substantial conformance with the plans and specifications. The contracted work has been satisfactorily completed and acceptance is recommended.

- LMH -

RECEIVED
STATE HWY ENGR
AUG 18 '87
REFER TO Fredrickson
FOR
Info | Inves | R/D | D/R | Sign | Act | File

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Lawrence M. Heil		SIGNATURE	
ssistant Area Engineer	DATE 8-18-87	TITLE District Engineer A	DATE 8/18/87

HWA 1446B (2-84) PREVIOUS EDITIONS MAY BE USED.

9701

June 6, 1986

CON 5 - #9701

The Travelers Indemnity Co.
Surety Department
111 S.W. Fifth, #1600
Portland, OR 97204

On May 8, 1986, we wrote to you concerning release of final payment on Contract No. 9701 awarded to Cascade Construction Company, Inc. for work on the Arterial Street Overlay Project No. 4 (Portland) Unit 2 in Multnomah County.

Final payment on this contract is $3,573.23 and the total contract amount is $891,814.59 including $4,236.41 for work performed under force account.

Robert W. Gormsen
COMMISSION SERVICES

cgc

cc: Cascade Construction Company, Inc.
P.O. Box 4267
Portland, OR 97208

bc: C. O. Fredrickson
Walt Hart
E. L. Hardt

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

In Reply Refer to File No.:

DATE: March 3, 1986

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

CON 5
9701

FROM: C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. IX-0000(53)

Contract 9701, Work Completed September 4, 1984

Project Arterial St. O'lay Proj. No. 4 (Ptld) Unit 2

Highway FAU 9793 & 9930 (SE Holgate & N. Basin)

County Multnomah

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date July 9, 1985

Dale E. Wilken
Division Administrator

BMW:mk

cc: L. Rulien
C. O. Fredrickson
E. L. Hardt
B. M. Walton

CPC/FL4

RECEIVED
AT HWY ENGR
APR 1 '86
REFER TO
Info | Invest | R/W | Dsn | Spec | Act | File

734-2023 (2-85)

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 2, 1985

In Reply Refer to
File No.:

Cascade Construction Co., Inc.
P. O. Box 4267
Portland, OR 97208

CON 5

Re: Time Extension Request
Arterial Street Overlay Project No. 4, Unit 2
Contract No. 9701
FAP No. Ix-0000(53)

Your request for additional contract time in which to complete the above project has been carefully reviewed.

You requested an additional 28 calendar days for phase "a" (Holgate Blvd.) due to excessive rainfall and a conflict with existing signal poles. A review of project records does not indicate that excessive rainfall delayed the project beyond that which would be expected in November in the Portland area. The existing wood poles did delay completion of the curb and paving work and a time adjustment of an additional 3 calendar days is granted for completion of phase "a" for this reason.

You requested an additional 68 calendar days for phase "b" (N. Basin Ave.) due to excessive rainfall and due to the additional work performed under Price Agreement No. 9. A review of the project records does not indicate that excessive rainfall delayed the project beyond that which would be expected in November in the Portland area. The added work did delay project completion and a contract time adjustment of an additional 51 calendar days is granted for completion of phase "b" for this reason.

The adjusted contract time of completion for phase "a" (Holgate Blvd.) of the project is 78 calendar days and there remains 25 calendar days of liquidated damages under this phase of the contract. The adjusted contract time of completion for phase "b" (N. Basin Ave.) is 141 calendar

days and there remains 17 calendars days of liquidated damages under this phase of the contract.

Should you wish to further review this matter, or to submit additional data, please contact Project Manager Brian Oberding.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer
for Operations

bc: C. O. Fredrickson
Al Harwood w/attach.
Brian Oberding w/attach.
City of Portland
FHWA w/attach.
Bruce Walton NOTE: The 3 C.D. for phase "a" is non-participating.

7701

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 24, 1985

In Reply Refer to
File No.:

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary A. Potter
Manager, Program Section

SUBJECT: Cost Overrun
Water Facilities Adjustment
Bureau of Water Works
City of Portland
Arterial Overlay Project No. 4 (Unit #1)
City Streets (Outside Downtown Area)
Multnomah County
Project No. IX-0000(53)

RECEIVED
STATE HWY ENGR
JAN 25 '85
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
E. S. HUNTER

Reference is made to my letter of July 18, 1983, which submitted an estimate of cost for the relocation of the City of Portland Bureau of Water Works' facilities and to your Letter of Approval and/or Authorization, dated September 8, 1983, which approved participation in the estimated cost of $12,102.58. Copies of my letter and your PR-1240 are attached.

The relocation of the water facilities has been completed and billings of cost, in the amount of $12,575.92, received. The relocation costs have been audited by our Accounting Section and adjustments made. See attached Audit Report. The final cost of $12,333.09 exceeds the estimated cost of $12,102.58 by $231.51 or 1.9%.

The Bureau of Water Works has accomplished the work required to accommodate our highway construction, as requested, and is entitled to full reimbursement.

Your approval of federal participation in the final relocation cost of $12,333.09 is requested.

JMC:jr
attachments

cc: E. S. Hunter
Jack M. Cartwright
Rich Evans
Pete Gonzalez
R. L. Fleming
Mel Mohning - City of Portland

Form 734-3122

STATE COPY

TO BE COMPLETED BY FHWA		Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 11-199	U.S. Department of Transportation Federal Highway Administration	State: Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County: Multnomah
MODIFICATION NUMBER 3		Project Number: IX-0000(53)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 19, 19 83, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,433,978	$ 2,447,988
Federal funds	$ 2,068,880	$ 106,394 (580) ~~$ 1,974,394 (178)~~
Other revisions		

This modification is made for the following reasons: to include increased construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 13th day of November, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

XXBy For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon November 8, 1984

Federal-Aid Project No. IX-0000(53)

Arterial Overlay Project No. 4
Portland City Streets
Multnomah County

PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (Portland City Streets)

Total as on estimate of November 7, 1983	$1,373,811.00

Arterial Overlay Project No. 4 (Portland), Unit 2
Type Code I000
Roadway (Basin Avenue, Sta. 0+15 to Sta. 60+28)
(Holgate Blvd., Sta. 1+18 Thru Eq. Sta. 8+45.52 = 0+11.43 to Sta. 7+27.15)

Subtotal from estimate of October 9, 1984	$ 934,067.62
Engineering	140,109.38
Total	$1,074,177.00

Length of Roadway	1.412 mi.
Cost of Roadway Per Mile	$ 760,748.58

SUMMARY OF FUNDS (85%)

Description	Appn Code	Total Cost	Federal Funds	State Funds	City Funds
Overlay Project #4	178	$1,373,811.00	$1,167,739.00	$ 123,643.00	$ 82,429.00
Overlay Project #4, Unit 2	178	949,007.00	806,655.00	85,411.00	56,941.00
Overlay Project #4, Unit 2	580	125,170.00	106,394.00	11,266.00	7,510.00
Total		$2,447,988.00	$2,080,788.00	$ 220,320.00	$146,880.00

Group 1	100%
Contract No.	9653
Prefix:	726-1939
Prefix:	326-1063

Group 1	100%
Contract No.	9701
Prefix:	726-1939
Prefix:	326-1064
Prefix:	426-1041

WH:bkb

9701

STATE COPY

TO BE COMPLETED BY FHWA		
MONTHLY TRANSACTION NUMBER: 10-175	U.S. Department of Transportation Federal Highway Administration	Form Approved; O M B No. 04-R2089
PROJECT REPORT NUMBER:	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	State: Oregon
MODIFICATION NUMBER: 2		County: Multnomah
		Project Number: IX-0000(53)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 19, 19 83, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,322,818.00	$ 2,433,978.00
Federal funds	$ 1,974,394.00	$ 1,974,394.00 (178) 94,486.00 (580)
Other revisions		

See: 9653 for previous [illegible]

This modification is made for the following reasons: to include increased construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 16th day of October, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By [signature]
for Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By [signature]
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON OCTOBER 9, 1984

FEDERAL AID PROJECT NO. IX-0000(53)

ARTERIAL OVERLAY PROJECT NO. 4
PORTLAND CITY STREETS
MULTNOMAH COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE I000
ROADWAY (PORTLAND CITY STREETS)

Total as on estimate of November 11, 1973 $1,373,811.00

ARTERIAL OVERLAY PROJECT NO. 4 (PORTLAND), UNIT 2
TYPE CODE I000
ROADWAY (BASIN AVENUE, STA. 0+15 to STA. 60+28)
(HOLGATE BLVD., STA. 1+18 THRU EQ. STA. 8+45.52 = 0+11.43 TO STA. 7+27.15)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Cement Treated Base Mixture	$ 8.50	19,406	$164,951.00	20,858.62	$177,298.27
Class B Asphalt Concrete Mixture	14.60	3,810	55,626.00	4,469.89	65,260.39
Class C Asphalt Concrete Mixture	14.60	3,870	56,502.00	4,738.29	69,179.03
Asphalt Cement in Mixture	158.00	440	69,520.00	521.553	82,405.37
8-Inch Sewer Pipe	42.50	408	17,340.00	581	24,692.50
Sawcut AC on Beam (PA #9)	6.00	---	---	4,082	2,449.20
General Excavation (PA #9)	16.40	---	---	382.5	6,273.00
Trench Excavation (PA #9)	18.20	---	---	324	5,896.80
Filter Fabric	1.15	---	---	2,860	3,289.00
Gravel Drain Material (PA #9)	16.20	---	---	427	6,917.40
4" Perf. Pipe (ADS)(PA #9)	.91	---	---	3,918	3,565.38

Connect To Existing Inlets (PA #9)	110.00	---	---	21	2,310.00	
Concrete w/Type III Cement (PA #9)	15.00	---	---	1,087	16,305.00	
			$ 363,939.00		$ 465,841.34	
					Increase	$ 101,902.34
			Subtotal from Estimate of November 7, 1983			832,165.28
					Subtotal	$ 934,067.62
					Engineering	126,099,38
					Total	$1,060,167.00

Length of Roadway 1.412 mi.

Cost of Roadway Per Mile $ 750,826.49

SUMMARY OF FUNDS (85%)

Description	Appn Code	Total Cost	Federal Funds	State Funds	City Funds
Overlay Proj. #4	178	$1,373,811.00	$ 1,167,739.00	$ 123,643.00	$ 82,429.00
Overlay Proj. #4, Unit 2	178	949,007.00	806,655.00	85,411.00	56,941.00
Overlay Proj. #4, Unit 2	580	111,160.00	94,486.00	10,005.00	6,669.00
Total		$2,433,978.00	$ 2,068,880.00	$ 219,059.00	$ 146,039.00

Group 1 100%
Contract No. 9653
Prefix: 726-1939
Prefix: 326-1063
WH:bkb

Group 1 100%
Contract No. 9701
Prefix: 726-1939
Prefix: 326-1064
WH:bkb

9701

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: Arterial Street Overlay Project No. 4, Unit 2 (Portland)	WEEK ENDING: Sept. 8, 1984
		SECTION PREFIX: 326-1064
	HIGHWAY: City Streets	COUNTY: Multnomah
NAME OF JOB:	KIND OF WORK: Paving	
CONTRACTOR: Cascade Construction Co., Inc.	CONTRACT NUMBER: 9701	FEDERAL AID PROJECT NUMBER: IX-0000(53)
DATE OF CONTRACT: August 16, 1983	DATE WORK STARTED: August 23, 1933	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 3 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED: 158
PROJECT AUTHORIZATION: $1,059,750.31	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 176%
EXCLUSIVE OF ENGINEERING: $941,750.31	ENGINEERING AUTHORIZATION $118,000	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $891,625	ENGINEERING COST TO DATE $176,600	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 99%
ESTIMATED PERCENT: OVERRUN / UNDERRUN 95 %	PERCENT OF AUTHORIZATION 150 %	DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
		100%	100%	100%			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY Sept. 2				
MONDAY 3				
TUESDAY 4				last calendar day charged.
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
SEP 13 1984
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
Sept. 2 SUNDAY	No Work
3 MONDAY	Labor Day
4 TUESDAY	Gentry & Sanchez: Adjusted manholes Cascade: Flagged Day Count Stopped
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

SIGNED Brian J. Oberding LOCATION Brian J. Oberding, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: August 8, 1984

In Reply Refer to
File No.:
CON 5

TO: Oregon Transportation Commission

FROM: H. S. Coulter, P.E., P.L.S.
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Arterial St. Overlay Proj. No. 4 (Portland) Unit 2
FAU 9793 (SE Holgate Blvd.) & FAU 9930 (N. Basin Ave.)
Multnomah County
Contract No. 9701

This interstate transfer project is nearly finished with completion anticipated later this month. It now appears that the final cost will exceed the project authorization by $153,700.00 or 16.2 percent.

Numerous soft areas were encountered along the section of SE Holgate Blvd. which required the installation of subsurface drain lines to provide sufficient strength to carry the anticipated traffic. This additional work added more than $52,300 to the cost of the project.

Construction engineering costs overran due to the extra engineering associated with investigation and design of the solution for the weak subgrade, and due to the complex nature of this project involving numerous cross streets, alleys and driveways.

There are sufficient funds available in the category of work and all the increase, except $36,920, is eligible for federal participation and this amount will be paid by the City of Portland.

I recommend that the authorization be increased by $153,700.00 to a new total of $1,103,198.19. This matter will be on the consent calendar for the August 21 meeting.

cc: Fred Miller
R. W. Gormsen
C. O. Fredrickson
V. E. Skoog
E. L. Hardt
George Bell

FRED MILLER

RECEIVED
DOT DIRECTOR
AUG 13 '84
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form 734-3122

9701

1

STATE OF OREGON

INTEROFFICE MEMO

Highway Construction 378-6318 FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: August 8, 1984

FROM: O. B. Jackmond
O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Arterial St. Overlay Proj. No. 4 (Portland) Unit 2
FAU 9793 (SE Holgate Blvd.) & FAU 9930 (N. Basin Ave.)
Multnomah County
Contract No. 9701

This interstate transfer project is nearly finished with completion anticipated later this month. It now appears that the final cost will exceed the project authorization by $153,700.00 or 16.2 percent.

Numerous soft areas were encountered along the section of SE Holgate Blvd. which required the installation of subsurface drain lines to provide sufficient strength to carry the anticipated traffic. This additional work added more than $52,300 to the cost of the project.

Construction engineering costs overran due to the extra engineering associated with investigation and design of the solution for the weak subgrade, and due to the complex nature of this project involving numerous cross streets, alleys and driveways.

There are sufficient funds available in the category of work and all the increase, except $36,920, is eligible for federal participation and this amount will be paid by the City of Portland.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $153,700.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

O.K.-WES

Attach.

NOTED
W. E. SCHWARTZ

cc: E. L. Hardt
B. J. Oberding
Mike Smith
B. M. Walton
W. F. Cobine

RECEIVED
STATE HWY ENGR
AUG 9 '84
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

81-125-1387

Contains Recycled Materials

9701

F

r11

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.	2. STATE PROJECT NO.
IX-0000(53)	See Below

3. FROM	4. PROGRAM NO.	5. ITEM NO.	2A. COUNTY NAME
Dale E. Wilken, Division Administrator FHWA - Oregon Division 5-2-84		20126	Multnomah

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
2/22/84	Various FAU Routes	City Streets

10. GENERAL LOCATION:

Arterial Streets Overlay Project No. 4 - Unit 2

11. GENERAL DESCRIPTION OF WORK

Install strain pole for traffic signals and necessary cable for support of signals

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 2/22/84 as requested in Mr. Fredrickson's letter of 4/24/84 as being cost effective for the use of City of Portland forces to proceed with the above work. State Force Order No. 6 representing work to be performed by City of Portland forces is approved for a TEC of $3,036, Federal Funds $2,580.

RECEIVED
STATE HWY ENGR
MAY 4 '84
REFER TO
Potter
FOR
Info | Letter | R/D | D/R | Sign | Act | File

Orig. to 5/7

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
5/2/84	D. K. Hansmer	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9701

rll

F

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-0000(53)

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division
5-2-84

4. PROGRAM NO.:

5. ITEM NO.: 20126

2A. COUNTY NAME: Multnomah

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 2/15/84

8. FEDERAL ROUTE NUMBER: Various FAU Routes

9. STATE ROUTE NUMBER: City Streets

10. GENERAL LOCATION:

Arterial Street Overlay Project No. 4 - Unit 2

11. GENERAL DESCRIPTION OF WORK

Remove 2 wooden traffic signal poles

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [XX] CONSTRUCTION PROCEED ON FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 2/15/84 as requested in Mr. Fredrickson's letter of 4/24/84 as being cost effective for the use of City of Portland forces to proceed with the above work. State Force Order No. 4 representing work to be performed by City of Portland forces is approved for a TEC of $204.94 Federal Funds $175.

RECEIVED
STATE HWY ENGR
MAY 4 '84

REFER TO
Potter
FOR

Info	Invest	R/D	D/R	Sign	Act	File

orig. to 5/7

14. DATE: 5/2/84

15. SIGNATURE OF APPROVING OFFICIAL: D. K. Hammer

16. TITLE: for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

1101

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-0000(53)

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 20126

2A. COUNTY NAME: Multnomah

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

copy
#9653

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
2/9/84	Various FAU Routes	City Streets

10. GENERAL LOCATION:

Arterial Street Overlay Project No. 4

11. GENERAL DESCRIPTION OF WORK

Permanent Pavement Striping

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 2/9/84 as requested in Mr. Fredrickson's letter of 3/28/84 as being cost effective for the use of City forces to proceed with the above work. State Force Order No. 5 representing work to be performed by City of Portland Maintenance Bureau Forces is approved for a TEC of $5,900 Federal Funds $5,015.

RECEIVED
STATE HWY ENGR
APR 11 '84
REFER TO
FOR
Info | R/W | R/D | O/R | Sign | Act | File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
4/3/84	G. K. Hansen	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

rll
9701

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-0000(48)

2. STATE PROJECT NO.: See Below

2A. COUNTY NAME: Multnomah

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division
11-31-23

4. PROGRAM NO.:

5. ITEM NO.: 20126

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 11/30/83

8. FEDERAL ROUTE NUMBER: Various FAU Routes

9. STATE ROUTE NUMBER: City Street

10. GENERAL LOCATION:
COPY 53
#9653
Arterial Streets Overlay Project #4

11. GENERAL DESCRIPTION OF WORK

Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* Program change See Below

13. REMARKS

As requested in Mr. Swan's letter of 11/17/83 I approve the revised Preliminary Engineering Costs to a TEC of $107,400 Federal Funds $91,289.

(Increase TEC $21,000 Federal Funds $17,850)

RECEIVED
STATE HWY ENGR
DEC 5 '83
REFER TO
Potter
FOR

Info	Invest	H/D	D/R	Sign	Act	File

Orig to File

14. DATE: 11/30/83

15. SIGNATURE OF APPROVING OFFICIAL: D. K. Swan

16. TITLE: for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

September 6, 1983

TO: D. E. Wilken, Division Administrator
Federal Highway Administration
ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter
Manager, Program Section

SUBJECT. Water Facilities Adjustment
Bureau of Water Works
City of Portland
Arterial Street Overlay Project No. 4
(Portland) Unit 2
City Streets, FAU 9793 & FAU 9930
Multnomah County
Project No. IX-0000(53), Contract No. 9701

RECEIVED
TECHNICAL SERVICES
SEP 7 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Here are copies of estimates of cost to adjust the City of Portland, Bureau of Water Works, facilities dated July 12, 1983 and August 12, 1983.

The water facilities are owned by the City of Portland and occupy City street right of way, therefore, the cost of adjustment is reimbursable.

The conflict was anticipated. The Bureau of Water Works was advised by the Bureau of Streets and Structures of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

A permit for the utility's proposed relocation will not be required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4 as the relocation involves crossings of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the Bureau of Water Works' facilities.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of August 29, 1983 under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $20,878.30.

JMC/GAP/llr
Enclosure
cc: E. S. Hunter
D. E. Swan
Jack M. Cartwright
Brian J. Oberding-Proj. Engr., City of Portland

August 29, 1983

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ATTENTION: C. T. Christianson, Area Engineer

FROM: Jack M. Cartwright
Utility Relocation Coordinator

RECEIVED
TECHNICAL SERVICES
SEP 1 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Agt | File

SUBJECT: Federal Participation Eligibility Date
Water Facilities Adjustment
Bureau of Water Works
City of Portland
Arterial Street Overlay Project No. 4
(Portland) Unit 2
City Streets, FAU 9793 & FAU 9930
Multnomah County
Project No. IX-0000(53), Contract No. 9701

Confirmation of your verbal authorization for Bureau of Water Works, City of Portland, to proceed with the relocation of their water facilities in conflict with this project as of August 29, 1983 is requested. An estimate of cost has been received from the Bureau in the amount of $6,560. The estimate is presently being reviewed by Highway Accounting Section and will be forwarded for your review and approval by separate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost.

Advanced authorization date of
August 29, 1983 is approved

C. T. Christianson, Area Engineer

RECEIVED
SEP 1 1983
RR & UTILITY UNIT

JMC/llr
cc: E. S. Hunter
D. E. Swan
E. L. Hardt
Brian J. Oberding, Proj. Engr., City of Portland
Mike Smith
R. L. Fleming
Pete Gonzalez

August 26, 1983

Cascade Construction Company, Inc.
P. O. Box 4267
Portland, OR 97208

CON 5
#9701

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 9701 for work on the Arterial Street Overlay Project No. 4, Unit 2, in Portland on S.E. Holgate Boulevard and N. Basin Avenue in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

Enclosure: The Travelers Indemnity Co.
Surety Department
707 S.W. Washington Street
Portland, OR 97205

bc: C. T. Keasey
Walt Hart
Robert Church
Jan Peterson
E. L. Hardt
Mike Smith
L. E. George

Cascade Construction Company, Inc.

General Contractors
P.O. Box 4267, Portland, Oregon 97208

PHONE: 222-6421

Equal Opportunity Employer

August 12, 1983

The Lady's Construction Co.
P.O. Box H
West Linn, OR 97068

RE: Arterial Street Project #4 Unit 2
Basin/Holgate

Dear Maxine:

If awarded the above mentioned state contract we intend to subcontract to your firm the following items:

ITEM	DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL
3	Temporary Signs	569 S. F.	5.50	3,129.50
4	Temporary Barricades Type II	79 Each	50.00	3,950.00
5	Temporary Barricades Type III	25 Each	55.00	1,375.00
6	Temporary Plastic Safety Markers	380 Each	30.00	11,400.00
8	Temporary Amber Flashers	12 Each	350.00	4,200.00
32	Revision of Existing Signs	L.S.	3,485.00	3,485.00
				27,539.50

Sincerely yours,

CASCADE CONSTRUCTION COMPANY, INC.

Larry E. Hanson

Larry E. Hanson
Project Coordinator

LEH:mk

cc: 3-24

RECEIVED
AUG 15 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

OREGON C.U.P. *(Cleaning Up Pollution)* AWARD — 1974, 1975, 1976
CASCADE CONSTRUCTION CO. INC has been named the recipient of the Oregon C.U.P. Award for outstanding achievement in protecting the environment.

Cascade Construction Company, Inc.

General Contractors
P.O. Box 4267, Portland, Oregon 97208

PHONE: 222-6421

Equal Opportunity Employer

August 12, 1983

Wog'e Construction, Inc.
1637 N. E. Killingsworth Street
Portland, OR 97211

Attention: Ken Thurmond

RE: Arterial Project #4, Unit 2
Holgate/Basin

Dear Sir:

If awarded the above mentioned project we intend to subcontract to your firm the following item.

ITEM	DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL
24	Concrete Inlets Type P	20 Each	285.00	5,700.00

Sincerely yours,

CASCADE CONSTRUCTION COMPANY, INC.

Larry E. Hanson

Larry E. Hanson
Project Coordinator

LEH:mk

cc: 3-24

RECEIVED
AUG 15 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

OREGON C.U.P. *(Cleaning Up Pollution)* AWARD — 1974, 1975, 1976
CASCADE CONSTRUCTION CO. INC. has been named the recipient of the Oregon C.U.P. Award for outstanding achievement in protecting the environment

Cascade Construction Company, Inc.

General Contractors
P.O. Box 4267, Portland, Oregon 97208

PHONE: 222-6421

Equal Opportunity Employer

August 12, 1983

The Kaspac Corporation
P. O. Box 02178
Portland, OR 97202

Attention: Bob Knox

RE: Arterial Project #4, Unit 2
Holgate/Basin

Dear Sir:

If awarded the above project, we intend to subcontract to your firm the following item.

ITEM	DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL
10	Temporary Striping	L.S.	11,650.00	11,650.00

Sincerely yours,

CASCADE CONSTRUCTION COMPANY, INC.

Larry E. Hanson

Larry E. Hanson
Projeect Coordinator

LEH:mk

cc: 3-24

RECEIVED
AUG 15 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

OREGON C.U.P. *(Cleaning Up Pollution)* AWARD — 1974, 1975, 1976
CASCADE CONSTRUCTION CO. INC. has been named the recipient of the Oregon C.U.P. Award for outstanding achievement in protecting the environment.

Cascade
Construction
Company, Inc.
General Contractors
P.O. Box 4267, Portland, Oregon 97208

PHONE: 222-6421

Equal Opportunity Employer

August 12, 1983

Gentry & Sanchez
6135 S. E. 111th Avenue
Portland, OR 97266

RE: Arterial Project #4 Unit 2
Holgate/Basin

Dear Sirs:

If awarded a contract for the above referenced project we will issue to you a subcontract for the following:

ITEM	DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL
1	Mobilization (Partial	L.S.	850.00	850.00
22	8" Sewer Pipe	408 L.F.	42.32	17,266.56
23	Concrete Manholes	1 Each	2,465.00	2,465.00
30	Adjusting Manholes	43 Each	170.00	7,310.00
				27,891.56

Sincerely yours,

CASCADE CONSTRUCTION COMPANY, INC.

Larry E. Hanson

Larry E. Hanson
Project Coordinator

LEH:mk

cc: 3-24

RECEIVED
AUG 15 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

OREGON C.U.P. *(Cleaning Up Pollution)* AWARD — 1974, 1975, 1976
CASCADE CONSTRUCTION CO. INC. has been named the recipient of the Oregon C.U.P. Award for outstanding achievement in protecting the environment.

Cascade Construction Company, Inc.

General Contractors
P.O. Box 4267, Portland, Oregon 97208

PHONE: 222-6421

Equal Opportunity Employer

August 12, 1983

J & J Fencing
694 N. 34th Street
Springfield, OR 97477

Attention: Jim Conklie

RE: Arterial Street Project #4 Unit 2
Holgate/Basin

Dear Sir:

If awarded the above mentioned project we intend to subcontract to your firm the following item.

ITEM	Description	Quantity	Unit Price	Total
7	Flagging	2,000 Hour	15.00	30,000.00

Sincerely yours,

CASCADE CONSTRUCTION COMPANY, INC.

Larry E. Hanson
Project Coordinator

LEH:mk

cc: 3-24

RECEIVED
AUG 15 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

OREGON C.U.P. *(Cleaning Up Pollution)* AWARD — 1974, 1975, 1976
CASCADE CONSTRUCTION CO. INC. has been named the recipient of the Oregon C.U.P. Award for outstanding achievement in protecting the environment.

Cascade Construction Company, Inc.

General Contractors
P.O. Box 4267, Portland, Oregon 97208

PHONE: 222-6421

Equal Opportunity Employer

August 12, 1983

Brothers Concrete Cutting
2383 Three Lakes Road
Albany, OR 97321

Attention: Dick Harding

RE: Arterial Street Project No. 4 Unit 2.
Holgate/Basin

Dear Sir:

If awarded the above mentioned project we intend to subcontract to your firm the following item.

Saw Cutting as needed. We anticipate approximately $3,852.00.

Sincerely yours,

CASCADE CONSTRUCTION COMPANY, INC.

Larry E. Hanson

Larry E. Hanson
Project Coordinator

LEH:mk

cc: 3-24

RECEIVED
AUG 15 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

OREGON C.U.P. *(Cleaning Up Pollution)* AWARD — 1974, 1975, 1976
CASCADE CONSTRUCTION CO. INC. has been named the recipient of the Oregon C.U.P. Award for outstanding achievement in protecting the environment.

9701

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-0000(53)

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 20126

2A. COUNTY NAME: Multnomah

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 7/20/83

8. FEDERAL ROUTE NUMBER: Various FAU Routes

9. STATE ROUTE NUMBER: City Street

10. GENERAL LOCATION:

Arterial Streets (Portland) Overlay Project #4 Unit 2

11. GENERAL DESCRIPTION OF WORK:

Grade, pave and signals

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW:

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [X] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

Mr. Potter's 7/18/83 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $1,155,113 Federal Funds $981,846.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
JUL 25 '83
REFER TO
Potter
FOR

Info	Invest	R/D	D/R	Sign	Act	File

Orig w/ att. to 7/25

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
7/20/83		for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

July 18, 1983

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan, PE, PLS
Program Control Engineer

NOTED
E. S. HUNTER

SUBJECT: Water Facilities Adjustment
Bureau of Water Works
City of Portland
Arterial Overlay Project No. 4
(Portland)
City Streets
Multnomah County
Project No. IX-0000(53)

Here is a copy of an estimate of cost to adjust the Bureau of Water Works, City of Portland, facilities dated May 17, 1983.

The City's water facilities occupy city street right-of-way, therefore, the cost of relocation is reimbursable.

The conflict was not originally anticipated. The Bureau of Water Works was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will not be issued as City's water facilities occupy city street right-of-way.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of FPM 30-4, as the relocation involves crossings of the project by the facilities. There will be no betterment derived from the proposed adjustment of the City's facilities.

RECEIVED
TECHNICAL SERVICES
JUL 19 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of June 6, 1983 under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $10,826.

JMC/jr
Enc.

cc: E. S. Hunter
Jack M. Cartwright

9701

S

July 18, 1983

ROW 18-4

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ATTENTION: C. T. Christianson, Area Engineer

NOTED
E. S. HUNTER

FROM: Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT: Federal Participation Eligibility Date
Water Facilities Adjustment
Bureau of Water Works
City of Portland
Arterial Overlay Project No. 4 (Portland)
City Streets
Multnomah County
Project No. IX-0000(53)

Confirmation of your verbal authorization for the Bureau of Water Works, City of Portland to proceed with the adjustment of water valve boxes and manholes in conflict with this project as of June 27, 1983 is requested. This is unanticipated adjustment work on streets outside the downtown area covered by cold planing of street surface. An estimate of cost has been received from the Bureau of Water Works in the amount of $12,103. The estimate is presently being reviewed by Highway Accounting Section and will be forwarded for your review and approval by separate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost.

Advanced authorization date of

6-27-83 is approved

C. T. Christianson, Area Engineer

RECEIVED
TECHNICAL SERVICES
JUL 20 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Yr | Ltr

JMC/jr

cc: E. S. Hunter
D. E. Swan
Mel Mohning
Mike Smith
Dick Fleming
Pete Gonzalez

RECEIVED
[illegible] UNIT

9701

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

7-11-83

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-0000(53)
2. STATE PROJECT NO.: See below
3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.:
5. ITEM NO.: 20126
2A. COUNTY NAME: Multnomah
6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 7/11/83
8. FEDERAL ROUTE NUMBER: Various FAU Routes
9. STATE ROUTE NUMBER: City Streets
10. GENERAL LOCATION: Arterial Street (Portland) Overlay Project No. 4
11. GENERAL DESCRIPTION OF WORK: Program change
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* See below

13. REMARKS

As requested by Mr. Potter's letter of 7/6/83 I approve the following program change:

1. Add Unit #2 to the character of work for the subject project.

2. Program Data: ... add "Update traffic signal at SE Milwaukie Avenue to provide left-turn phase for northbound and southbound traffic and modify span distances at SE 17th Avenue to accomodate the wider street section."

(Note: the above added work will be by separate contract shown as "Unit #2)

RECEIVED
STATE HWY ENGR
JUL 20 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DWG 7/20

14. DATE: 7/11/83
15. SIGNATURE OF APPROVING OFFICIAL: G. K. Hoogner
16. TITLE: for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9701

S

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 3-1

DATE: July 6, 1983

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Program Change, Addendum No. 1
Item No. 20126
Project No. IX-0000(53)
Arterial Street (Portland) Overlay Project No. 4
Multnomah County

I request your approval of the program change as follows:

Program Data: ... add "Update traffic signal at S.E. Milwaukie Avenue to provide left-turn phase for northbound and southbound traffic and modify span distances at S.E. 17th Avenue to accommodate the wider street section."

Attached are collision diagrams and other traffic data for the intersection of S.E. Milwaukie Avenue at Holgate.

DRH:lb

Att.

cc E. L. Hardt
Jon Rose
Robin Brooks
Gary Zehner
General Files

Form 734-3122

9701

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO

Date: July 5, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Item No. 20126
Project No. IX-0000(53)
Arterial St. (Portland) Overlay Project No. 4
Multnomah County

I request program change as follows:

1) Under Character of Proposed Work -- add traffic signals.
2) Under Const. (Code) -- add Y031.
3) Change miles to read -- 17.796.
4)

Revise Cost	Total Cost	Federal Funds	State Funds	City Funds
Const.	$ 2,535,000	$ 2,154,750	$ 228,150	$ 152,100
Total	$ 2,535,000	$ 2,154,750	$ 228,150	$ 152,100

5) Under Project Data -- add

FAU Rt.	Street Name	Section	Mile
9930	N. Basin Ave.	N. Webster St.- N. Fathmom St.	1.142
9793	S.E. Holgate Blvd.	S.E. McLoughlin Blvd.-17th Ave.	0.273

The City requested that the addition of these two streets be Unit 2 of the overall project.

DRH:bks
cc: E.L. Hardt (Metro)
Jon Rose (Metro)
Robin Brooks (Metro)
Gary Zehner
General Files

Form 734-3122

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

Date: May 4, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Project No. IX-0000(48)
Arterial Street Overlay Project No. 4
Multnomah County

I request your approval of the following on the subject project:

1. That the preliminary engineering remain open even after PS&E approval is granted for construction on unit one.

2. Program change to include the additional preliminary engineering necessary for the future construction of unit two which consists of work on N. Basin Avenue and Holgate Blvd. as indicated in the enclosed copy of Mr. D. Fantz's memo of April 27, 1983.

Approval of the above will involve an increase of $51,105 in total cost and Federal funds of $43,439 as indicated in the enclosed copy of Mr. Terpin's memo of May 3, 1983 with revised financing as follows:

	Appn Code	Total Cost	Federal Funds
Present	580	$ 86,400.00	$ 73,439.00
Previous	580	35,295.00	30,000.00
Increase		$ 51,105.00	$ 43,439.00

CL:bks
Enc.

cc: E.L. Hardt
F.E. Terpin
R. Brooks
J. Rose
Gary Zehner
General Files

Form 734-3122

7701

58

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project IX-0000(48)
Arterial Street Overlay #4
City of Portland

Date: March 11, 1983

From: Division Administrator

Reply to Attn. of: HFO.6-OR

To: Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

copy #9653

As requested by Mr. Adams on March 1, 1983, we approve the minor deviation from standards for the portion of Basin Avenue that will be reconstructed under this project. This street section is located in a heavily developed industrial area. Construction to current standards would require additional right-of-way for 35 mile per hour curve alignment. This would not be practical or cost effective in this area.

for Dale E. Wilken

cc:
OSHD (D R Adams)
OSHD (D E Swan)

RECEIVED
STATE HWY ENGR
MAR 18 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
TECHNICAL SERVICES
MAR 21 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

9701

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 1, 1983

In Reply Refer to
File No.:

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97310

DES 16

Arterial Street Overlay Project #4
City of Portland
Multnomah County

COPY #7633

One element of the subject project is the reconstruction of a section of N. Basin Ave. between the existing curbs. The proposal is to rebuild the roadway with new CTB and asphaltic concrete to match the States designed on the N. Basin/Going project.

The section is posted at 35 mph and it is the City's intention to flatten the existing curves as much as possible without purchasing new R/W. This will result in a safe speed of somewhat less than 35 mph.

The project will be an improvement over the existing both in structural strength and horizontial alignment and your approval of this exception is requested.

J. H. Versteeg
Road Design Engineer

By

Donald R. Adams, P.E.
Firal Design Engineer

DRA/blm

bc: E. S. Hunter

RECEIVED
TECHNICAL SERVICES
MAR 7 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Appr | File

HUNTER

1983 Fremont Bridge Sec., Stadium 9702
Freeway at Portland. (Work lights)

rll

cc: OSHD (Coulter)

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Multnomah	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
3/21/85	T. P. Lowe, Area Engineer	IR-405-8(39)303

COMPLETION DATE (Actual)	ACCEPTANCE DATE BY CONRTACT AGENCY	TIME ELAPSED	CONTRACT TIME
4/6/84	8/28/84	100 %	90 days

LOCATION

SEE BELOW

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

FREMONT BRIDGE
I-405 STADIUM FREEWAY
Install Work Lights

This project provides for installation of access and inspection lighting inside the main arches and tie girders of the structure.

The contractor completed the plan work in 93 dyas. The allowable contract time was 90 calendar days. However, an extension of five days was granted for the contractor to install some cabinets for the ice sensing units. These cabinets had to be ordered which took additional time.

The final cost is within one percent of the original authorization of $130,312.

NOTED
W. E. SCHWARTZ

cy 3/27

RECEIVED
STATE HWY ENGR
MAR 27 '85
REFER TO
Fredrickson
FOR

Info	Inves	R/D	D/R	Design	Act	File

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: Original Signed by T. P. LOWE T. P. Lowe		SIGNATURE: G. K. Hossner	
TITLE: Area Engineer	DATE: 3/25/85	TITLE: Field Operations Engineer	DATE: 3/26/85

FORM FHWA 14468 (Rev. 2-84) PREVIOUS EDITIONS MAY BE USED.

9702

TO BE COMPLETED BY FHWA		
MONTHLY TRANSACTION NUMBER 10-299	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State: OREGON
MODIFICATION NUMBER 1	10-1-84	County: MULTNOMAH
		Project Number: IR-405-8(39)303

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 9, 19 83, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 127,754	$ 135,221
Federal funds	$ 127,754	$ 124,700
Other revisions		Appn Code 044

(Note: Additional Federal Funds Collected - $9,939.26)

This modification is made for the following reasons: 1. "The project agreement executed 9-9-83, is modified to decrease Federal-aid participation to 92.22 percent in accordance with P.L. 97-424, Section 145".
2. To include increases in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 1st day of October, 19 84.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

By FOR: H. S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON OCTOBER 18, 1984

FEDERAL AID PROJECT NO. IR-405-8(39)303

FREMONT BRIDGE SECTION
MULTNOMAH COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE X334
STRUCTURE, BRIDGE NO. 2529 (Sta. "FB3" 346+20.5 to Sta. 367+79.5)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Furnish & Install Cabinets and Relovate Sensors (PA #2)	$6,579.00	--	--	100%	$ 6,579.00
SUBTOTALS			$ - 0 -		$ 6,579.00

Increase	$ 6,579.00
SUBTOTAL from Estimate of September 7, 1982	112,558.50
SUBTOTAL	$ 119,137.50
Engineering	16,083.50
TOTAL	$ 135,221.00

Length of Structure ---------- 0.041 mi.

Federal Funds (92.22%)	$ 124,700.00
State Funds	10,521.00
TOTAL	$ 135,221.00

Group 1: 100%
Contract No. 9702
Prefix: 626-1902
Prefix: 626-1088

WH:pf

9702

STATE COPY

5

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 9-97 & 98	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 9 / 1	State Oregon County Multnomah Project No. IR-405-8(39)303

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Fremont Bridge

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-20-83	0.041
OTHER *(Specify)*		

ESTIMATED TOTAL COST OF PROJECT	FUNDS PRO RATA 92.22% FEDERAL FUNDS
$ 127,754.00 *	$ 117,814.00 *

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

(*See Additional Provisions on back.)

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By [signature]

Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator 9-9-83

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any yea there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon September 7, 1983

Federal-Aid Project No. IR-405-8(39)303

Fremont Bridge Section
Stadium Freeway
Multnomah County

PROJECT AGREEMENT ESTIMATE

Type Code X334
Structure, Bridge No. 2529 (Sta. "FB3" 346+20.5 to Sta. "FB3" 367.79.5)

Mobilization	All Required		$	7,938.00
Temporary Protection and Direction of Traffic	All Required			3,995.00
Temporary Signs	87 Sq. Ft.	4.50		391.50
Temporary Barricade	4 Each	39.50		158.00
Flagmen	40 Hour	5.00		200.00
Tie Girder Light Fixtures Lamps & Ballasts	All Required			16,971.00
Tie Girder Switching, Conduit, Wiring Recepticles, Transformers, Etc.	All Required			61,900.00
Arch Rid Light Fixtures, Lamps & Ballasts	All Required			4,104.00
Arch Rid Switching, Conduit, Wiring, Recepticles, Transformers & Etc.	All Required			16,901.00
		Subtotal	$	112,558.50
		Engineering		15,195.50
		Total	$	127,754.00

Length of Structure 0.041 mi.

Federal Funds (92.22%)	$	117,814.00
State Funds		9,940.00
Total	$	127,754.00

Group 1 100%
Contract No. 9702
Prefix: 626-1902
Prefix: 626-1088

Reimbursement 100% $127,754.00 Public Law 97-424, § 145

September 4, 1984

United Pacific Insurance Co.
PO Box 1788
Eugene, OR 97440

CON 5
#9702

Gentlemen or Ladies:

On August 30, 1984, we wrote to you concerning release of final payment on Contract No. 9702 awarded to Hamilton Electric, Inc. for work lights on the Fremont Bridge Section of Stadium Freeway in Multnomah County.

Final payment on this contract is $2,500.00. The total contract amount is $119,895.34 including $317.34 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
cc: Hamilton Electric, Inc.
PO Box 708
Eugene, OR 97440

United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

bc: C. O. Fredrickson
Walt Hart
E. L. Hardt

1702

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Fremont Bridge		WEEK ENDING: April 7, 1984
		SECTION PREFIX: 626-1088
HIGHWAY: Stadium		COUNTY: Multnomah
NAME OF JOB: Fremont Bridge (Work Lights)	KIND OF WORK: Work Lights	
CONTRACTOR: Hamilton Electric, Inc.	CONTRACT NUMBER: 9702	FEDERAL AID PROJECT NUMBER: IR-405-8(39)303
DATE OF CONTRACT: August 16, 1983	DATE WORK STARTED: October 10, 1983	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 2 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 95	CALENDAR DAYS USED 93
PROJECT AUTHORIZATION: $ 127,751.90	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 97.9
EXCLUSIVE OF ENGINEERING: $ 117,623.63	ENGINEERING AUTHORIZATION $ 10,130.27	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 119,850	ENGINEERING COST TO DATE $ 9,500	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN . . . . . 1.5 %	PERCENT OF AUTHORIZATION 93.8%	DATE PROJECT WAS COMPLETED: April 6, 1984

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

Trucks

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

April	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY 3	showers, cool	1		
WEDNESDAY 4	showers, cool	1		
THURSDAY 5	showers, cool	1		
FRIDAY 6	cloudy, cool	1		
SATURDAY				

CE CAE FOE OCS SCS BRO

RECEIVED
APR 10 1984
CONSTRUCTION SECTION

OM CA LS TC PE CP

Fremont Bridge (Work Lights) Contract No. 9702

April

	GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK
SUNDAY	
MONDAY	
TUESDAY 3	Working on RPU ice detector cabinets in south tie girder
WEDNESDAY 4	Finished installing cabinets
THURSDAY 5	Miscellaneous cleanup work
FRIDAY 6	Miscellaneous cleanup work
SATURDAY	

REMARKS

Suspension of work order rescinded effective April 3, 1984. Second notification effective April 6, 1984.

Project final inspection to be held on Monday, April 9, 1984.

SIGNED John Howard, Project Mgr. LOCATION Portland

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

1702

February 24, 1984

CON

Hamilton Electric, Inc.
P.O. Box 708
Eugene, Oregon 97440

Time Extension Request
Fremont Bridge Worklights
Contract No. 9702
FAP No. IR-405-8(39)303

Your request for additional contract time in which to complete the above project has been carefully considered. A contract time adjustment of an additional five calendar days is granted due to the added work performed under Price Agreements 1 and 2. The adjusted time for completion of this contract is 95 calendar days.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:cb sl

bc C. O. Fredrickson
Al Harwood w/att.
John Howard w/att.
FHWA w/att.
Bob Church

STATE OF OREGON
1919 NW Thurman
Portland, Oregon 97209

INTER OFFICE MEMO
CON 5
9702

TO: Ed Hardt

DATE: February 14, 1984

FROM: John Howard

SUBJECT: Fremont Bridge
Work Lights
Contract No. 9702

RECEIVED
FEB 17 1984
CONSTRUCTION SECTION

Enclosed is a request from Hamilton Electric for an increase in calendar days from 90 to 199 days. The request is based on time needed to do work in price agreements 1 and 2.

Contract work was completed by the end of the 90 days and the price agreement work has been completed with the exception of installation of two electrical cabinets required in price agreement no. 1. The special cabinets are slow in fabrication and beyond control of the contractor. For this reason it seems a better approach would be to shutdown the job effective November 26, 1983 when the contract work was complete rather than grant all the time requested. When the cabinets are available, calendar day charges will be resumed. Installation will require not more than 5 days.

We recommend 5 calendar days be granted instead of the 199 requested. In addition it should be noted that all work lights are working and this delay will have no effect on the Fremont modification work.

2-21-84
W.E. Schwartz -
I concur that a time extension is warranted
Stop work order has been issued, which may not be the best contractual method though, but probably will give the same result.

cc: Bryant Jackmond - will original attachments. I concur in John Howard's recommendations and the action he has taken. A stop work order was written and the 5 day extension should be enough to finish the project.
Dennis Apps
2-15-84

81-125-1307

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

NAME OF JOB: Fremont Bridge Section	SECTION: Fremont Bridge	WEEK ENDING: December 3, 1983
		SECTION PREFIX: 626-1088
	HIGHWAY: Stadium	COUNTY: Multnomah
CONTRACTOR: Hamilton Electric, Inc.	KIND OF WORK: Work Lights	
	CONTRACT NUMBER: 9702	FEDERAL AID PROJECT NUMBER: IR-405-8(39)303
DATE OF CONTRACT: August 16, 1983	DATE WORK STARTED: October 10, 1983	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 4 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 90	CALENDAR DAYS USED: 90
PROJECT AUTHORIZATION: $ 127,751.90	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 100
EXCLUSIVE OF ENGINEERING: $ 117,623.63	ENGINEERING AUTHORIZATION: $ 10,130.27	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 117,623.63	ENGINEERING COST TO DATE: $ 7,500	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN . . . . . 0 %	PERCENT OF AUTHORIZATION . . . . . 74 %	DATE PROJECT WAS COMPLETED: November 27, 1983

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

Trucks

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

Nov. - Dec.	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 27	showers, cool	1		
MONDAY 28	showers, cool			
TUESDAY 29	clear, cool			
WEDNESDAY 30	clear, cool			
THURSDAY 1	clear, cool			
FRIDAY 2	showers, cool			
SATURDAY 3	cloudy, cool			

RECEIVED
DEC 12 1983
CONSTRUCTION SECTION

SS AE FOS OCS SCS EEO OM CA LS TC FE CP

Fremont Bridge Section (Work Lights) Contract No. 9702

Nov. - Dec.	GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK
SUNDAY 27	No activity
MONDAY 28	North tie girder: Pulling and splicing wire and working on conduit
TUESDAY 29	North tie girder: Pulling and splicing wire and installing flex conduit
WEDNESDAY 30	Lights turned on and working. Began seven day check of system.
THURSDAY 1	No activity
FRIDAY 2	No activity
SATURDAY 3	No activity

REMARKS

Project complete. Seven day light check to be completed next Wednesday.

SIGNED John Howard, Project Mgr. LOCATION Portland

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

r11 9702

5

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-405-8(39)303		
2. STATE PROJECT NO. See below		
3. FROM Dale E. Wilken, Division Administrator FHWA - Oregon Division	4. PROGRAM NO.	2A. COUNTY NAME Multnomah
	5. ITEM NO. 30152	

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
7/20/83	Interstate 405	Primary 61

10. GENERAL LOCATION:

Fremont Bridge Section

11. GENERAL DESCRIPTION OF WORK

Access and inspection lighting

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [XX] CONSTRUCTION -- ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

Mr. Potter's 7/18/83 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $119,467. Regular Federal-aid matching ratio, appropriation code 044 in amount of $110,172 and increased Federal share (P.L. 97-424 Section 145) appropriation code 04R in amount of $9,295.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
JUL 25 '83
REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

orig w/ att. to 7/25

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
7/20/83		for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 8, 1983

In Reply Refer to
File No.: PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Project Data Submission
Item No. 30152
Project No. IR-405-8(39)303
Fremont Bridge Section
Multnomah County

Attached support data consists of PR-1 form and project map for subject project.

On this project it is proposed to request Federal-aid participation of 100 percent for reimbursement claims paid on or before September 30, 1984 in accordance with Pub. L. 97-424, Section 145.

It is the Oregon State Highway Division's present intention to receive bids for this project on August 11, 1983.

JLG:pf
Attachments

cc: Ed Hardt, Metro Region
Jon Rose, Metro Region
Robin Brooks, Metro Region
General Files

Form 734-3122

9702

61"

STATE OF OREGON

INTEROFFICE MEMO

TO: J. H. Versteeg
Road Design Engineer

DATE: June 22, 1983 DES 23
2529D

FROM: Walter J. Hart, P.E.
Bridge Engineer

SUBJECT: Temporary Protection and Direction of Traffic
Fremont Bridge Work Lights
Stadium Freeway I-405
Multnomah County
BR 2529D

We have completed plans and specifications for the subject work. Contract documents for Temporary Protection and Direction of Traffic will be required.

It is not anticipated that any lane closures will be necessary. Protection will be required at various shoulder areas across the steel structure on both the upper and lower decks for unloading materials and personnel and for parking work vehicles. Stockpiling materials will not be permitted on the deck adjacent to traffic. Restriction of working hours is not considered necessary.

Please prepare the necessary plans and specifications. It is anticipated that August 11, 1983 will be the "letting" date of this contract.

MEZ:jrb

Attachments

cc /w/ attachments: E. L. Hardt
Clair Kuiper
John Howard

1 Versteeg ✓
Anderson
Adams
Macnab
Stoudenmeyer
Torpin
Trout
Wakerlig

RECEIVED
JUN 28 1983
ROAD DESIGN SECTION

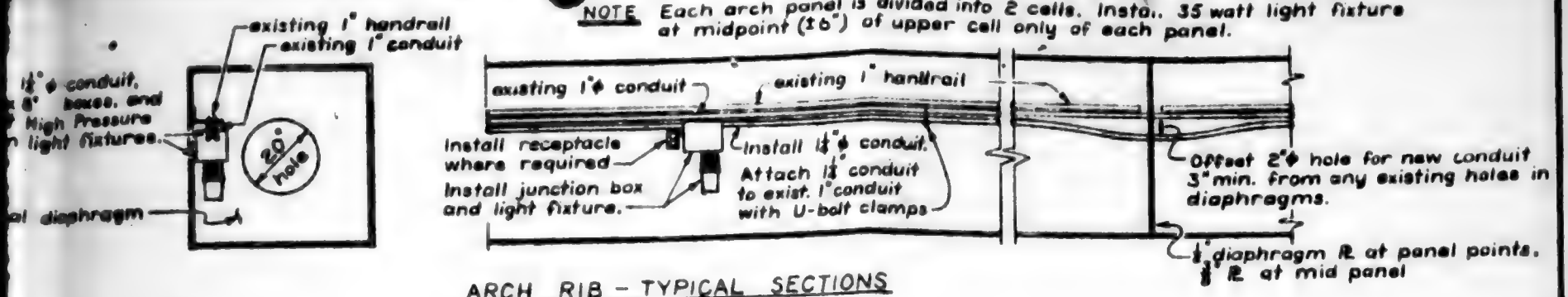
File
Return to
Bring Up
Action

REFERRED TO
Watson Mann
Cole Stoudenmeyer
Eriksen King
Beard Bedford Lau
Return Discuss Do File Due
By FINAL DESIGN ENGINEER

Contains Recycled Materials
81-125-1307

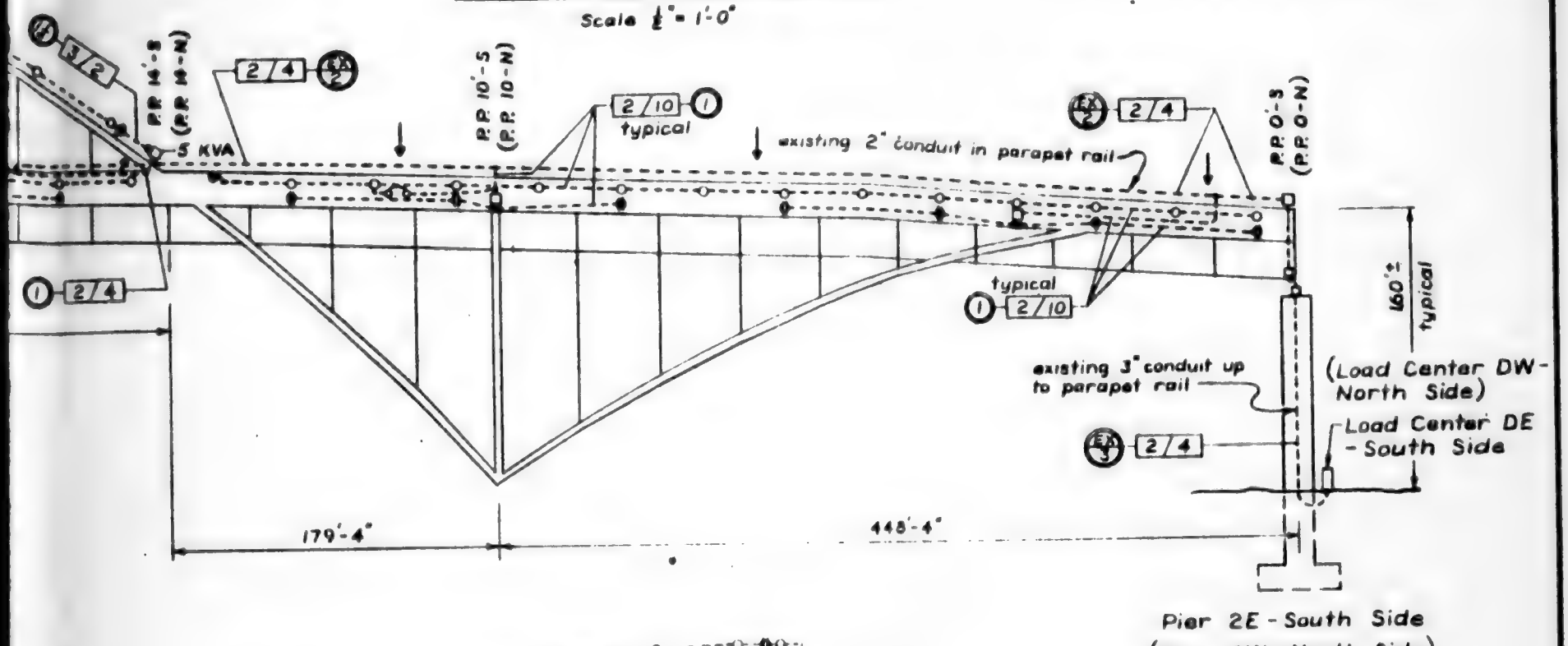
SP*75683-125

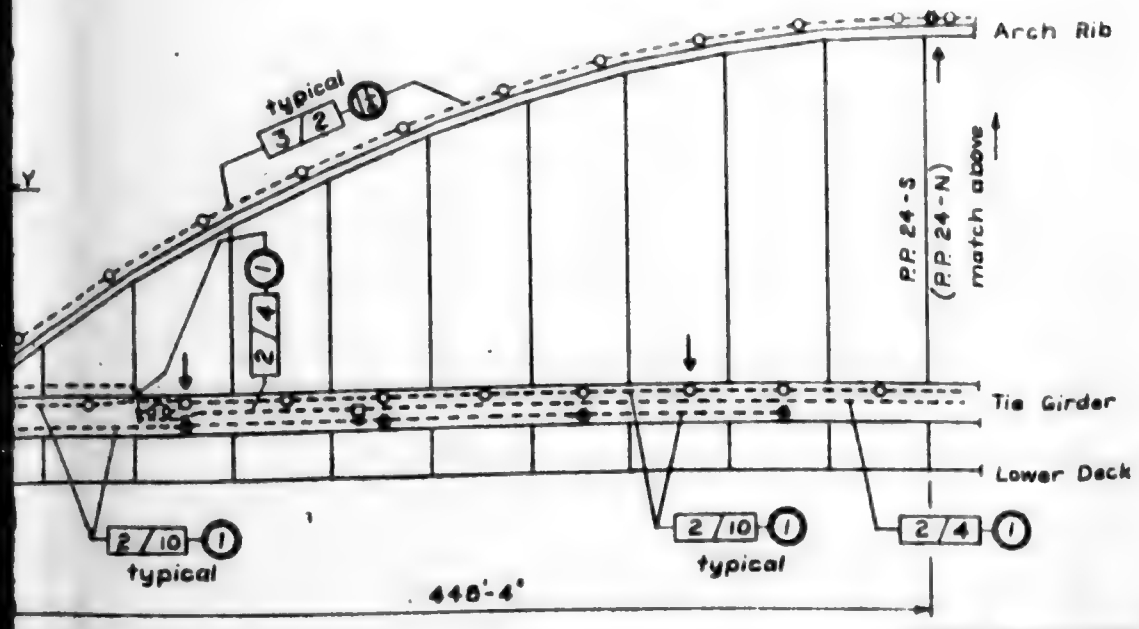
NOTE Each arch panel is divided into 2 cells. Instal. 35 watt light fixture at midpoint (±6") of upper cell only of each panel.



ARCH RIB - TYPICAL SECTIONS

Scale ½" = 1'-0"





UTH GIRDER AND ARCH
NORTH GIRDER AND ARCH)

1" = 50'

ADVANCE PLANS

JUN 22 1983

DO NOT SCALE
DO NOT USE FOR CONSTRUCTION

APPROVED: P.E.
BRIDGE ENGINEER P.E.
ASST. STATE HIGHWAY ENGINEER

DESIGNED M. Zimmerman
DRAWN MEZ
CHECKED RAE
REVIEWED
REVIEWED
CALC BOOK

DATE	REVISION

OREGON DEPARTMENT OF TRANSPORTATION
BRIDGE DESIGN SECTION

FREMONT BRIDGE
WORK LIGHTS

STADIUM FREEWAY I-405

MULTNOMAH COUNTY

LIGHTING & POWER LAYOUT & DETAILS

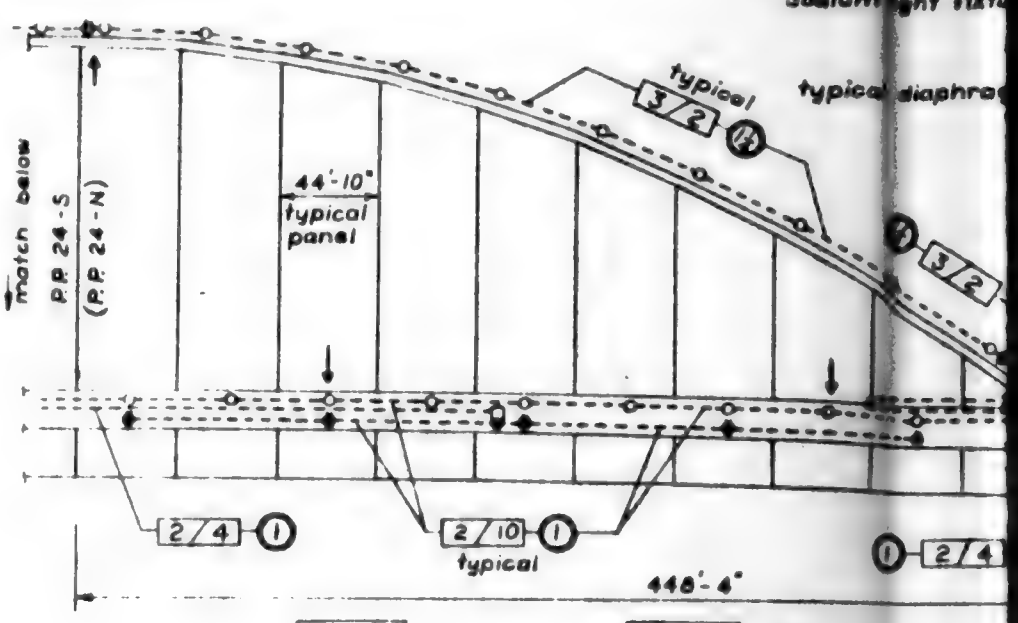
ACCOMPANIED BY DWGS. 37178

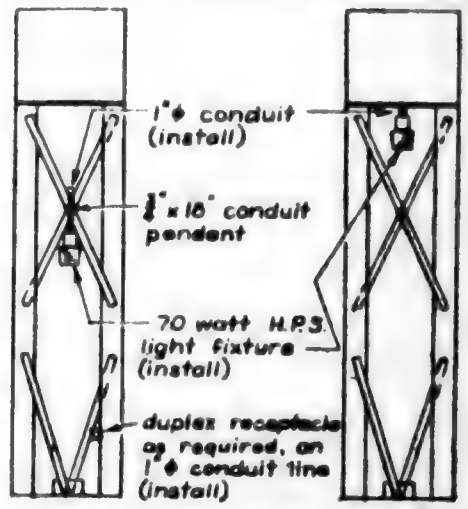
DATE 8 APR 83 SHEET 1 OF 2

BRIDGE NO. 2529 D DRAWING NO. 37177

LEGEND

- Install high pressure sodium light fixture (70 watt in Tie Girder, 35 watt in Arch Rib).
- Install 20A 120V duplex receptacle.
- Install 3 KVA dry-type 480/240/120 V transformer with 20A 120V single pole Ground Fault Circuit Breaker.
- 5 KVA — Install 5 KVA dry-type 480/240/120 V transformer with 20A 120/240 V double pole Ground Fault Circuit Breaker.
- Install 15A 480V double pole circuit breaker
- N/S — Install "N" number of "S" size THW copper conductors.
- (d) — Install "d" diameter galv. steel conduit.
- (Ex d) — Existing "d" diameter metal conduit.
- Access manhole into Tie Girder or Arch Rib
- P.P. = Structural Panel Point, numbered 0 to 24, and 23' to 0' (West to East).

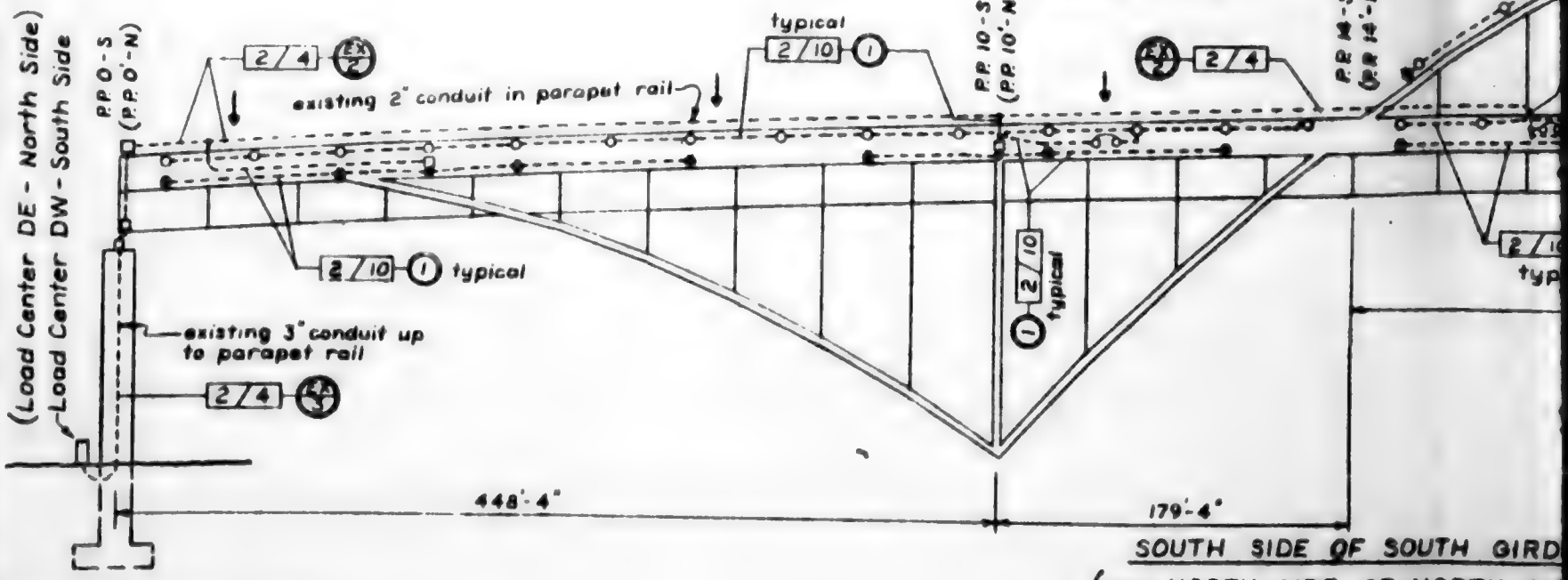



1" ϕ conduit (install)
3/4" x 18" conduit pendent
70 watt H.P.S. light fixture (install)
duplex receptacle as required, on 1" ϕ conduit line (install)

TYPICAL — BTWN. P.P. 13 (1) & P.P. 14 (2) ONLY

TIE GIRDER SECTIONS

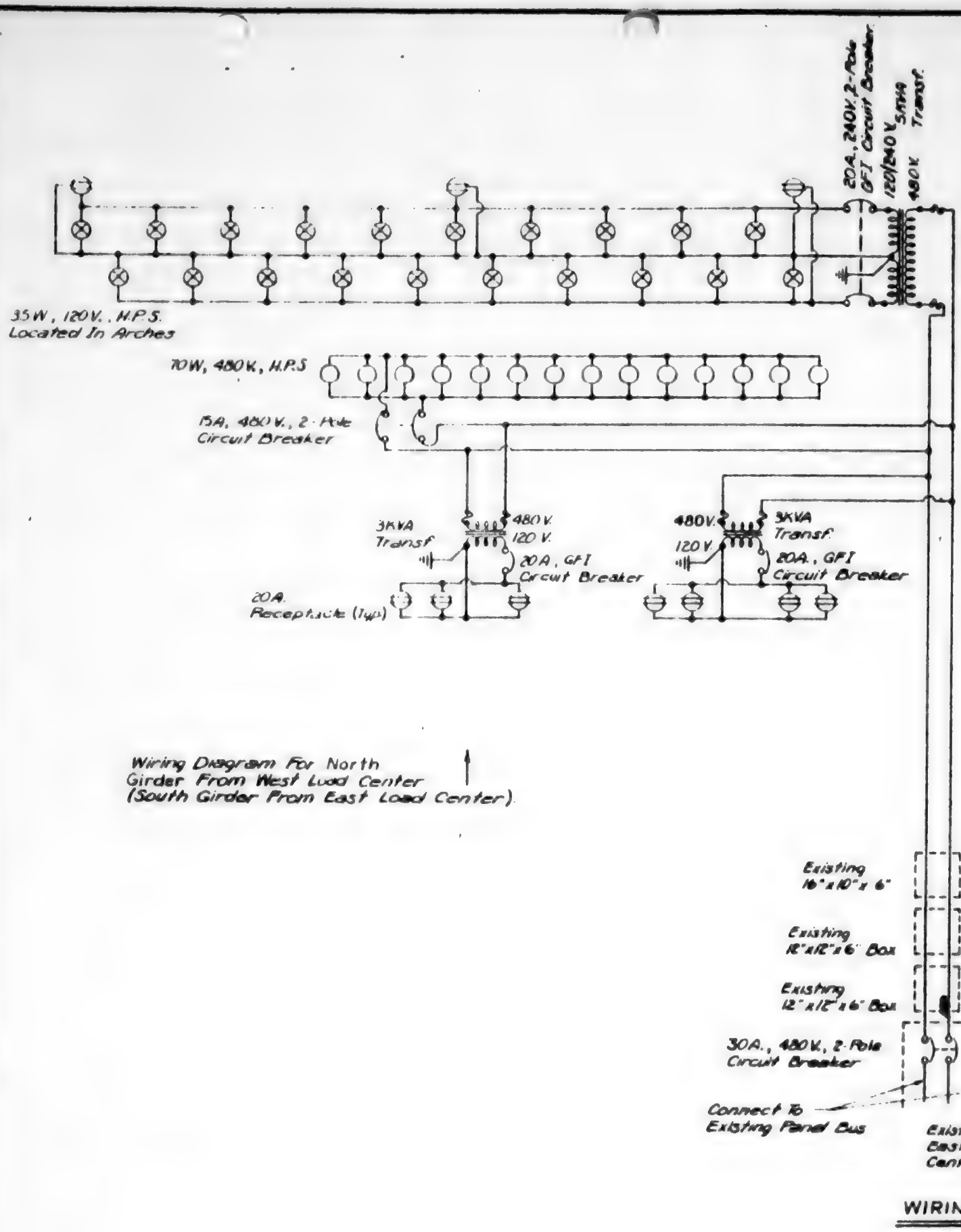
Scale 1/4" = 1'-0"



Pier 2W - South Side
(Pier 2E - North Side)

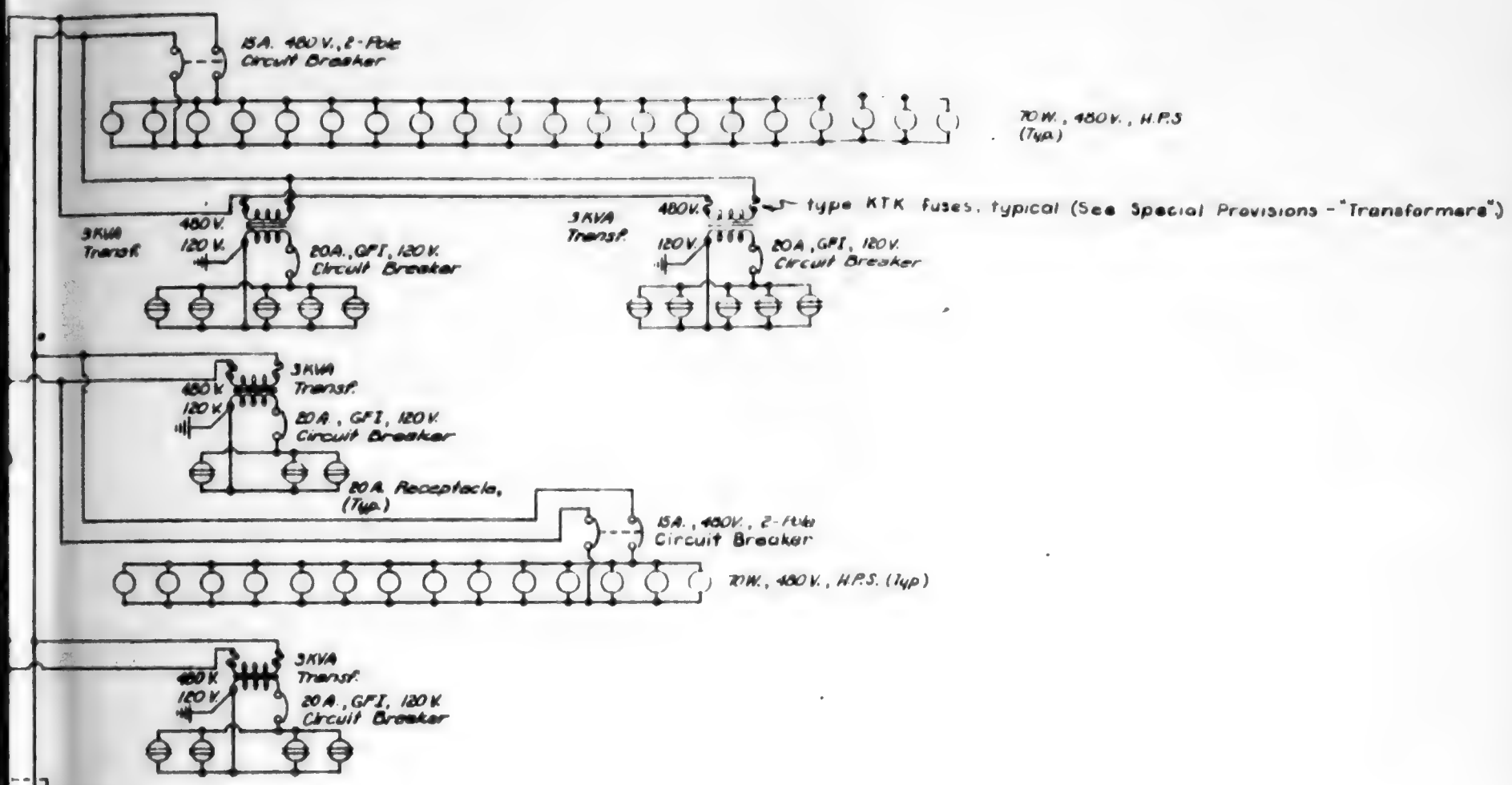
SOUTH SIDE OF SOUTH GIRD
(AND NORTH SIDE OF NORTH GI

Scale 1" = 50'



Wiring Diagram For North Girder From West Load Center (South Girder From East Load Center).

WIRING DIAGRAM



Wiring Diagram For
South Girder From West Load Center
(North Girder From East Load Center)

ADVANCE PLANS

JUN 22 1983

DO NOT SCALE
DO NOT USE FOR CONSTRUCTION

APPROVED: P.E. BRIDGE ENGINEER	OREGON DEPARTMENT OF TRANSPORTATION BRIDGE DESIGN SECTION
DESIGNED Zimmerman DRAWN Guerrero CHECKED RAE REVIEWED REVIEWED CALC. BOOK	FREMONT BRIDGE WORK LIGHTS STADIUM FREEWAY I-405 MULTNOMAH COUNTY
DATE / REVISION	WIRING DIAGRAM
	DATE APRIL 1983 · SHEET 2 OF 2 BRIDGE NO. 2529 D · DRAWING NO. 57178

7192

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: June 13, 1983

In Reply Refer to File No.: PLA

TO: Oregon Transportation Commission

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Fremont Bridge Access Lighting and Minor Structural Modifications
Finance Approval

On the consent calendar for the June 21 meeting will be a request to add a project for access lighting and minor structural modifications to the Fremont Bridge over the Willamette River on the Stadium Freeway in Portland. A recently completed Post-Construction Evaluation Study of the Fremont Bridge by a consultant found that there were no serious problems with the structure, but there were a number of minor items that required modification in order to insure the long-term safety of the structure. We propose to undertake the recommended modifications in two phases.

The first phase consists of installing access and inspection lighting inside the main arches and tie girders of the structure. These lights will provide illumination for access and for thorough inspection of the inside of these members. Phase 1 lighting is estimated to cost $100,000.

The second phase of the work is structural modifications to eliminate or improve a number of minor structural details and to improve areas where corrosion potential exists. The specialty nature of this work is such that a special prequalification of potential bidders will be required. It is estimated that the structural modifications phase of the work will cost approximately $600,000.

Funds for this project are available from the Interstate 4-R Program. I recommend your approval.

WJH:jrb st

bc Fred D. Miller
R. W. Gormsen
Robert N. Bothman
E. S. hunter
W. E. Schwartz
Gary Potter
C. T. Keasey
W. J. Hart
E. L. Hardt
George Bell

Form 734-3122

7702 I-405

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

November 30, 1978

FROM: W. G. Beard
Sign Design Engineer

SUBJECT: Fremont Bridge Repair
Stadium Freeway (I-405)
Multnomah County

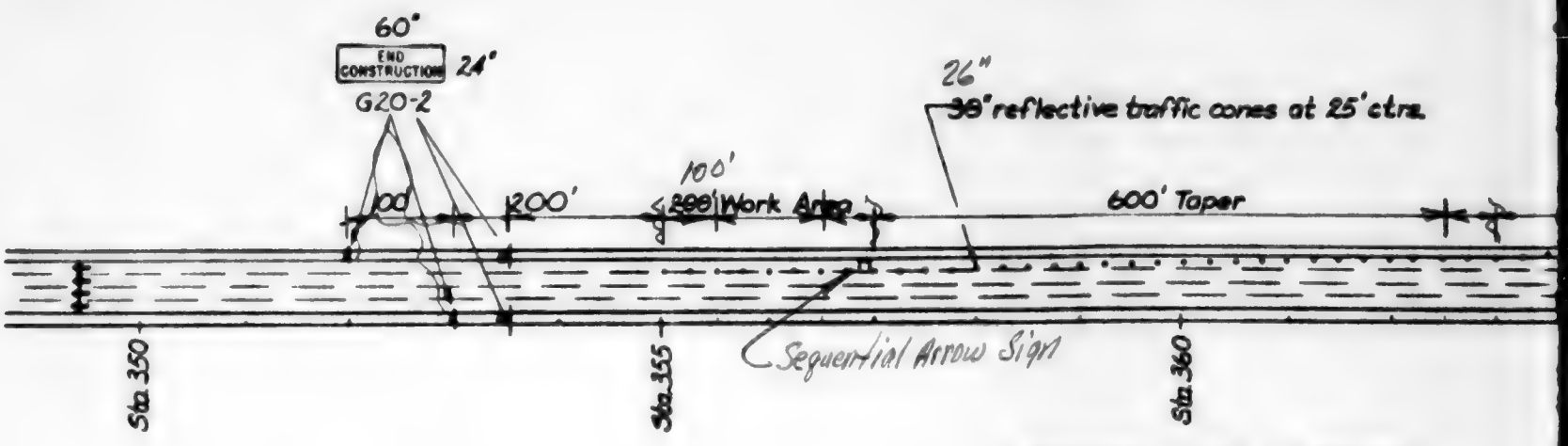
TO: MEMO TO THE FILES

A traffic handling plan was prepared by the Structures Section for the above named project. At the request of the Specifications Unit I reviewed the plan and recommend that it be changed as shown on the attached print.

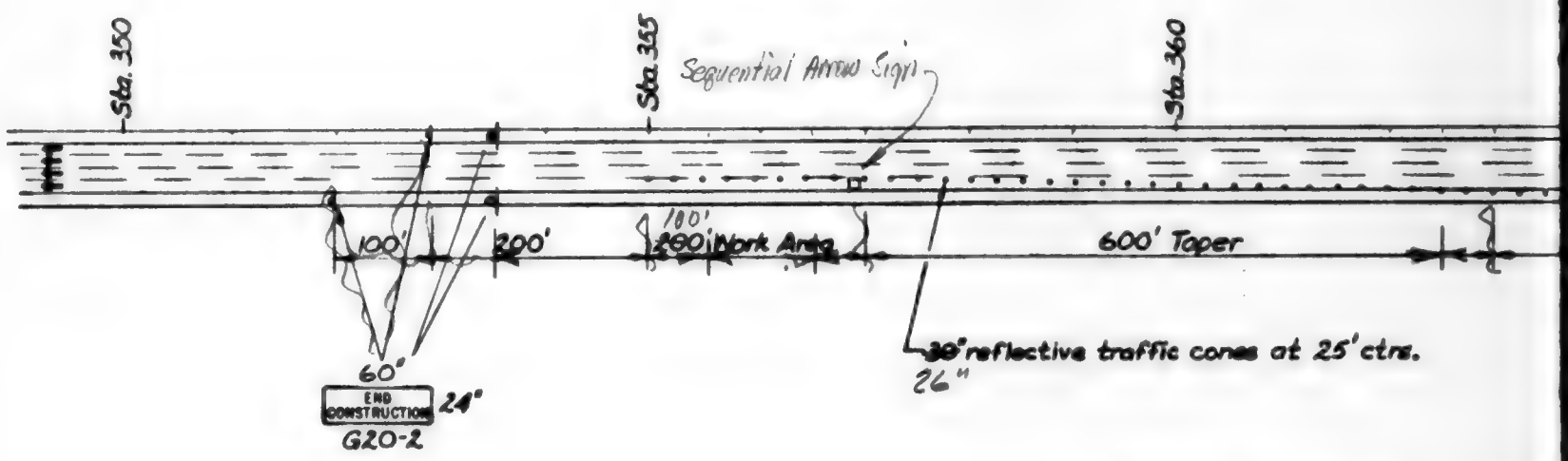
In addition the Special Provisions of the Specifications with summary and estimate were given to the Specifications Unit.

WGB:jh
Attachment
cc: L. L. Wallace
Duane Christensen
Lyle Watson

✓ Versteeg ✓	RECEIVED	Trout
Christensen	DEC 4 - 1978	Do Not File ☐
George		Return To
Olson		Bring Up ___/___/___
Terpin	ENGINEERING SECTION	Action
Sullivan		
Scott		
Andersen		



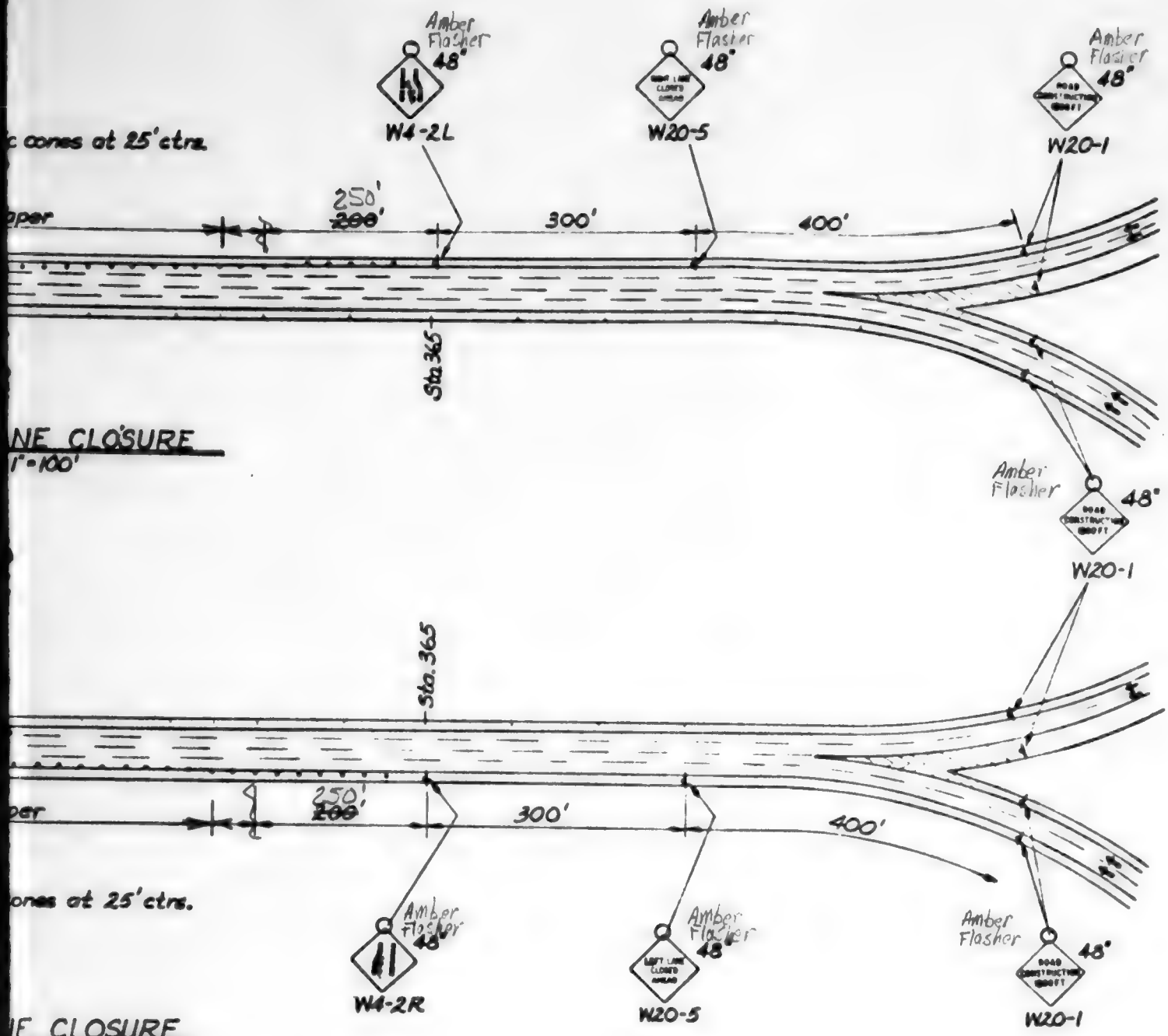
RIGHT LANE CLOSURE
Scale: 1" = 100'



LEFT LANE CLOSURE
Scale: 1" = 100'

NOTE:
Left and right lanes may
simultaneously. Lane closu
to daylight hours, cones sh
and sign legends shall be
working hours. Left lane sh
after 3 p.m. each day.

c cones at 25' ctrs.



NE CLOSURE
1" = 100'

ones at 25' ctrs.

E CLOSURE
1" = 100'

OTE:

eft and right lanes may not be closed multaneously. Lane closures shall be limited daylight hours, cones shall be removed nd sign legends shall be covered during non-orking hours. Left lane shall not be closed fter 3 p.m. each day.

NOTED
W. G. BEARD

APPROVED: BRIDGE ENGINEER	OREGON STATE HIGHWAY DIVISION BRIDGE SECTION
DESIGNED BOB MALCOM DRAWN PHIL AMAYA CHECKED REVIEWED REVIEWED CALC. BOOK	FREMONT BRIDGE (REPAIR)
DATE / REVISION	TRAFFIC CONTROL PLAN
DATE Nov. 1978 BRIDGE NO. 2529 C	SHEET 2 OF 16 DRAWING NO. 33995

1983 Larch Mountain Road Sec., 9703
Crown Point Hwy. (Grading and Paving)

Larch Mtn Road Slide

I-6-1009

TO BE COMPLETED BY FHWA		Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER	U.S. Department of Transportation Federal Highway Administration **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State: Oregon
PROJECT REPORT NUMBER		County: Multnomah
MODIFICATION NUMBER: 3		Project Number: RS-140(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 28, 19 83, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 168,437	$ 168,437
Federal funds	$ 168,437	$ 148,477
		Appn. Code 075

Other revisions

(Note: Additional Federal Funds collected ~~$18,981.38~~ 13,765.45)

This modification is made for the following reasons:

"The project agreement executed 9-28-83, and modified on 4-12-84 and 7-13-84 is modified to decrease Federal-aid participation to 88.15 percent in accordance with P.L. 97-424, Section 145."

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 1st day of October, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

By For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

1103

TO BE COMPLETED BY FHWA	U.S. Department of Transportation Federal Highway Administration	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 7-188 & 189	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	State Oregon
PROJECT REPORT NUMBER		County Multnomah
MODIFICATION NUMBER 2	7 1 0 4	Project Number RS-140(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 28 , 19 83 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 160,000	$ 168,437
Federal funds	$ 141,040	$ 148,477 *
Other revisions		*See reverse side for Additional Provisions.

This modification is made for the following reasons: to include increased construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 13th day of July , 19 84 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____
for Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

ADDITIONAL PROVISIONS

"The Federal-aid participation is increased to 100.0 percent for reimbursement claims paid on or before September 30, 1984, in accordance with Pub. L. 97-424, Section 145. The additional Federal funds requested total $19,960.00. Claims paid after September 30, 1984, shall be at the regular Federal pro rata share of 88.15 percent."

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JULY 18, 1984

FEDERAL AID PROJECT NO. RS-140(2)

Larch Mountain Road Slide Section
Crown Point Highway
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE SFTY
ROADWAY (STA. 14+74 to STA. 22+60)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
4"-2" Aggregate (PA #2)	$ 11.25	---	$ ---	750	$ 8,437.50
				Subtotal	$ 8,437.50

Increase	$ 8,437.50
Subtotal of Previous Estimate	140,217.00
Subtotal	$ 148,654.50
Engineering	19,782.50
Total	$ 168,437.00

Length of Project ---------- 0.149 mi.
Cost of Roadway Per Mile ----- $1,130,449.60

Federal Funds (88.15%)	$ 148,477.00
State Funds	19,960.00
Total	$ 168,437.00

Reimbursement 100%; $168,437.00 - Public Law 97-424, S 145

Group 1 100%
Contract No. 9703
Prefix: 126-1905
Prefix: 126-1009
WH:bkb

9703

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State: Oregon
MONTHLY TRANSACTION NUMBER: 4-130 & 131		
PROJECT REPORT NUMBER:	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County: Multnomah
MODIFICATION NUMBER: 1	4-12-84	Project Number: RS-140(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 28, 19 83, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 146,383.00	$ 160,000.00
Federal funds	$ 129,036.00	$ 141,040.00
Other revisions		

This modification is made for the following reasons:
To include increase for construction costs and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 12th day of April, 1984.

Oregon State Highway Division
(Official name of Highway Agency)

By Mary A. Potter

Manager, Program Section
(Title)

~~By~~ XX For H. S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON, MARCH 27, 1984

FEDERAL AID PROJECT NO. RS-140(2)

Larch Mountain Road Slide Section
Crown Point Highway
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE SFTY.
Roadway (Sta. 14+74 to Sta. 22+60)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
General Excavation	5.00	1,844	9,220.00	3,360	$16,800.00
Structure Excavation	7.00	716	5,012.00	1,051	7,357.00
1"-0 Aggregate Base	12.00	900	10,800.00	1,010	12,120.00
		Subtotals	$25,032.00		$36,277.00

Increase	$ 11,245.00
Subtotal of Prev. Estimate	128,972.00
Subtotal	140,217.00
Engineering	19,783.00
Total	$160,000.00

Length of Roadway ---- 0.149 Mi.
Cost of Roadway Per Mile ------ $1,073,825.50

Federal Funds (88.15%)	$141,040.00
State Funds	18,960.00
Total	$160,000.00

Group 1 - 100%
Contract No. 9703
Prefix: 126-1905
Prefix: 126-1009

RHZ:mld

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 9-241	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	State: Oregon County: Multnomah Project No.: RS-140(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Larch Mountain Road Slide

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-20-83	0.149
OTHER *(Specify)*		

ESTIMATED TOTAL COST OF PROJECT	FUNDS PRO RATA 88.15% FEDERAL FUNDS
$ 146,383.00	$ 129,036.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

(See additional Provisions on back).

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Mary A. Tilton

Manager, Program Section
(Title)

By For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

_____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator SEP 28 1983

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, September 20, 1983

Federal Aid Project No. RS-140(2)

Larch Mountain Road Slide Section
Crown Point Highway in Multnomah County

Project Agreement Estimate

Type Code SFTY
Roadway (Sta. 14+74 to Sta. 22+60)

Mobilization	All Required		$	10,000.00
Temporary Protection and Direction of Traffic	All Required			1,000.00
Temporary Signs	493 Sq.Ft.	20.00		9,860.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	75 Lin.Ft.	10.00		750.00
Flagmen	40 Hr.	10.00		400.00.
Removal of Structures and Obstructions	All Required			3,000.00
General Excavation	1,844 Cu.Yd.	5.00		9,220.00
Trench Excavation	159 Cu.Yd.	8.00		1,272.00
Finishing Roadbed and Slopes	All Required			1,000.00
Filter Fabric Membrance	700 Cu.Yd.	2.00		1,400.00
Structure Excavation	716 Cu.Yd.	7.00		5,012.00
1"-0 Aggregate Base	900 Cu.Yd.	12.00		10,800.00
Class "B" or Class "C" Asphalt Concrete	450 Ton	39.00		17,550.00
Concrete Inlet, Type "D"	6 Each	500.00		3,000.00
6-inch Drain Pipe	725 Lin.Ft.	3.00		2,175.00
12-inch Drain Pipe	214 Lin.Ft.	10.00		2,140.00
Special Filter Material	107 Cu.Yd.	12.00		1,284.00
Guard Rail, Type 2A	729 Lin.Ft.	15.00		10,935.00
Guard Rail, Type 3	25 Lin.Ft.	38.00		950.00
Rock Gabions	374 Cu.Yd.	60.00		~~22,400.00~~ 22,440.00
Granular Embankment Backfill	321 Cu.Yd.	4.00		1,284.00
				$115,472.00

Anticipated Items

Slide Correction	All Required	$	8,000.00
Permanent Pavement Striping	All Required		1,500.00
Gabion Foundation Stabilization	All Required		4,000.00
		$	13,500.00

Subtotal	$	128,972.00
Engineering		17,411.00
Total	$	146,383.00

Oregon State Highway Division
Salem, Oregon, September 20, 1983

Federal Aid Project No. RS-140(2)

Length of Roadway - - - 0.149 Mi.
Cost of Roadway Per Mile - - - $982,436.24

Federal Funds (88.15%)	$129,036
State Funds	17,347
Total	$146,383
Reimbursement 100%	$ ~~17,347~~ 146,383

Public Law 97-424, S145

Group 1 - 100%
Contract No. 9703
Prefix 126-1905
Prefix 126-1009

7703

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

8-21-84

9703

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Multnomah	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
August 21, 1984	C. O. Fredrickson, Construction Engineer	RS-140(2)

COMPLETION DATE (Actual)	ACCEPTANCE DATE BY CONRTACT AGENCY	TIME ELAPSED	CONTRACT TIME
January 6, 1984	May 23, 1984	187 %	112 CD

LOCATION

Larch Mountain Road Slide Section of the Crown Point Highway.

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000).
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

1. Description of Improvement as Programed:

   A. Construction of roadbed, aggregate base & asphalt concrete pavement.

   B. Construct concrete inlets and drain pipe.

   C. Construct rock gabions.

   D. Performance of such additional and incidental work as is called for by the specifications and plans.

2. Contractor's Name: Ameada Mining & Construction Co., Inc.

3. Contract Amount: $115,472.00

4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

Signature (SHD Official) O. B. Jackson

Title For Construction Engineer

RECEIVED
STATE HWY ENGR
SEP 4 '84

REFER TO
Fredrickson
FOR

Info	Invest	R/W	D/E	Sign	Ltr	File

cy
9/5

NOTED
W. E. SCHWARTZ

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Thomas P Lowe		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE Area Engr	DATE 8/30/84	TITLE Field Operations Engineer	DATE 8/31/84

FORM FHWA 1446B (Rev. 2-84) PREVIOUS EDITIONS MAY BE USED.

9703

P

May 29, 1984

Safeco Insurance Company
4101 SW Kruse Way
Lake Oswego, OR 97034

CON 5
#9703

Gentlemen or Ladies:

On May 25, 1984, we wrote to you concerning release of final payment on Contract No. 9703 awarded to Amesda Mining & Construction Co., Inc. for work on the Larch Mountain Road Slide Section of Crown Point Highway in Multnomah County.

Final payment on this contract is $2,135.42 and the total contract amount is $134,561.79. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
cc: Amesda Mining & Construction Co., Inc.
PO Box 852
The Dalles, OR 97058

bc: C. O. Fredrickson
Walt Hart
R. L. Hardt

DATE: April 5, 1984

TO: Oregon Transportation Commission CON

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Larch Mountain Road Slide Section
Crown Point Highway, Multnomah County
Contract No. 9703

This federal-aid grading and paving project has been completed and it is now apparent that the final cost will exceed the project authorization by $17,100 or 11.7 percent.

Extremely deep asphaltic concrete was encountered within the general excavation area of the project and it was necessary to remove all the material to reach the established grade. This additional work delayed the project into a period of very wet weather conditions and the subgrade became saturated. It became necessary to utilize heavy stone material to firm up the grade and complete construction. This work added nearly $8,500 to the cost of the project.

Completion of the project required nearly double the allotted time (112 calendar days required, compared to 60 calendar days specified) for completion. The overrun in time resulted in a large overrun of the construction engineering costs.

There are sufficient funds available in the category of work and all the increase, except $7,075, is eligible for federal participation. The unmatched portion is partially offset by liquidated damages recovered from the contractor.

I recommend that the authorization be increased by $17,100 to a new total of $163,483.22. This matter will be on the consent calendar for the April 16 meeting.

HHP:mk sl

bc Fred D. Miller
R. W. Gormsen
C. O. Fredrickson
V. E. Skoog
E. L. Hardt
George Bell

STATE OF OREGON

INTEROFFICE MEMO

Highway Construction 378-6318 FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: March 30, 1984

FROM: O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Larch Mountain Road Slide Section
Crown Point Highway, Multnomah County
Contract No. 9703

This federal aid grading and paving project has been completed and it is now apparent that the final cost will exceed the project authorization by $17,100.00 or 11.7 percent.

Extremely deep asphaltic concrete was encountered within the general excavation area of the project and it was necessary to remove all the material to reach the established grade. This additional work delayed the project into a period of very wet weather conditions and the subgrade became saturated. It became necessary to utilize heavy stone material to firm up the grade and complete construction. This work added nearly $8,500 to the cost of the project.

Completion of the project required nearly double the allotted time (112 calendar days) required, compared to 60 calendar days specified) for completion. The overrun in time resulted in a large overrun of the construction engineering costs.

There are sufficient funds available in the category of work and all the increase, except $7,075, is eligible for federal participation. The unmatched portion is partially offset by liquidated damages recovered from the contractor.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $88,200. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: E. L. Hardt
~~J. W. Cochell~~ Gary Kennen
R. D. Church
W. F. Cobine

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
APR 4 '84
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

81-125-1387

Contains Recycled Materials

9703 — 3-21-84 — 125 N

Vertteeg
Anderson
Adams
Macnab
Edwards
Terpin
Trout
Wakerlig

RECEIVED
MAR 26 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ____/____/____
Action

NARRATIVE REPORT

Larch Mountain Road Slide
Crown Point Highway
Multnomah County
Contract No.: 9703 Prefix: 126-1009
F.A. Project No.: RS-140(2)

Contractor: Ameada Mining & Construction, Inc.
P.O. Box 852
The Dalles, OR 97058

Subcontractors: J & J Fencing - Rock Gabions
Portland Road & Driveway - Paving
Don Mar Construction - Guardrail

Project Manager: Gary Kennen

Date of Award: August 17, 1983
Authorized Calendar Days: 60 Days
Authorized Time Extension: 26 Days
Additional Time Extension Anticipated: 15 Days
Calendar Days Used: 118 Days

This project called for restoration of approximately 800 lin. ft. of the Columbia River Scenic Highway near the Larch Mountain Road connection. This section of road has had a history of sliding toward the River for years. A portion of the project called for removal of a bin wall which had been installed by State Maintenance Forces in an attempt to stop the slide. The bin wall was replaced by a rock gabion wall.

Temporary Direction and Protection of Traffic

The project was closed to traffic during construction. Temporary signing, warning motorists of the closure, was installed on the Columbia River Freeway at all applicable interchanges. In addition the following newspapers covered the closure: "The Oregonian", "Gresham Outlook", and "Vancouver Columbian". An amazing number of travelers either ignored the signs or didn't see them and drove to the project to discover no through traffic. Other than the above no problems were encountered.

Removal of Structures and Obstructions

The removal of the existing bin wall was covered by this item. When work began, we discovered that the granular backfill extended several feet beyond where shown on Sheet 2A of the plans. This material would not stand on a ¼:1 slope and had to be removed. Consequently, a considerable overrun on Bid Item No. 11 "Structural Excavation" and Bid Item No. 21 "Granular Embankment" was required.

General Excavation

When the Contractor began excavation, extremely deep asphaltic concrete pavement was found. At the recommendation of the Region Geologist and others, it was decided that a lowering of the grade would be required. This caused a considerable overrun on Bid Item No. 7 "General Excavation".

Due to the above mentioned changes and to the Contractors sporatic operations the project was thrown into the wet fall months. Heavy rain near the first of November saturated the grade. Because of the wet grade and restricted operating room, the Contractor requested we substitute large size aggregate in lieu of filter fabric membrane. This change was covered by a Price Agreement. The Contractor agreed to remove the saturated material from the grade at his cost.

Drainage

The drainage was installed as shown on the plans with the exception of an added inlet.

A large spring (15 qpm) was discovered at Station 15+90 after the drainage work was completed. The 6-inch drain pipe designed to pick up this flow didn't work. Absolutely no water found its way into the drain pipe, even though the spring was flowing directly onto the pipe. Consequently an inlet was added.

Rock Gabions

This work was done as shown on the plans. The Contractor originally estimated one week to install the gabions. It took three weeks. Due to the restricted work area, it is difficult to see how he could have shortened this time much.

A third Request for Time Extension in pending.

GK:cls

STATEMENT OF OVERRUNS AND UNDERRUNS

Project: Larch Mountain Road Slide
Highway: Crown Point
County: Multnomah

Contract No: 9703
Prefix: 126-1009
F.A. No: RS-140(2)

Item No.	Item	Unit	Original	Semifinal	+%
	SUMMARY				
	Bid Items	$	115,472.00	127,188.87	+10.1%
	Anticipated Items	$	13,500.00	1,500.00	-88.9%
	Contingencies	$	5,803.74	8,437.50	+45.4%
	Engineering	$	11,607.48	27,476.00	+136.7%
	Liquidated Damages (8 days @ -$150.00)	$	-	-1,200.00	-
	Total	$	146,383.22	163,402.37	+11.6%

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

INDIVIDUAL OVERRUNS AND UNDERRUNS

PA #2 - Place 4"-2" Aggregate.
The above aggregate was required to stabilize subgrade which became unworkable during rainy season.

Engineering - The survey crew was used extensively to stake new grades for placement of 4"-2" aggregate. Also, due to the contractors time to complete the project (112 days) engineering was used to spot check the project during time the contractor was unable to work.

1 Versteeg
2 Anderson
Adams
Macnab
Edwards
Terpin
Trout
Wakeslig

RECEIVED
MAR 26 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ____/____/____
Action

7103

F

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Larch Mountain Road Slide	WEEK ENDING: March 10, 1984	
	SECTION PREFIX: 126-1009	
HIGHWAY: Crown Point	COUNTY: Multnomah	
NAME OF JOB: Larch Mountain Road Slide	KIND OF WORK: Grading & Paving	
CONTRACTOR: Ameada Mining & Construction, Inc.	CONTRACT NUMBER: 9703	FEDERAL AID PROJECT NUMBER: RS-140(2)
DATE OF CONTRACT: August 17, 1983	DATE WORK STARTED: September 9, 1983	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 60 CD	CALENDAR DAYS USED 100
PROJECT AUTHORIZATION: $ 146,383.22	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 113 Time Extension of 44 Days Approved
EXCLUSIVE OF ENGINEERING: $ 134,775.74	ENGINEERING AUTHORIZATION $ 11,607.48	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 134,877.70	ENGINEERING COST TO DATE $ 27,476.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 98
ESTIMATED PERCENT: overrun 0.1%	PERCENT OF AUTHORIZATION 237%	DATE PROJECT WAS COMPLETED: January 6, 1984

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
			100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT			Rock		
MILES PARTIALLY COMPLETED			Gabions		
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)		900 CY	374 CY		450 T
TOTAL QUANTITIES CORRECTED TO DATE		1010 CY	374 CY		436 T
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		1010 CY	374 CY		436 T
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Clear	0		
MONDAY	Clear	0		
TUESDAY	Cloudy	0		
WEDNESDAY	Clear	0		
THURSDAY	Clear	0		
FRIDAY	Clear	0		
SATURDAY		0		

CE K CAE FOE QCS SCS BRD OM CA LS TC PE CP

RECEIVED
MAR 26 1984
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No activity March 4 thru March 10, 1984
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

SUMMARY: No activity. Project complete.

ANTICIPATED: Received Material Certifications. Semi-Final will be submitted by March 15, 1984.

SIGNED Gary Kennen LOCATION Portland

Gary Kennen, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

-9703

F

February 27, 1984

CON

Ameada Mining & Construction Co., Inc.
P. O. Box 852
The Dalles, OR 97058

Time Extension Requests
Larch Mountain Road Slide
Contract No. 9703
FAP No. RS-140(2)

You have requested that we reconsider your second request for additional contract time in respect to allowing for weekends and holidays. The 11 calendar days granted gave full allowance for appropriate weekends. There were no holidays within the 11 calendar day period granted. We find no reason to alter the amount of time granted on your second request.

You also have requested a third adjustment of contract time due to severe inclement weather from December 17, 1983 to January 4, 1984, or 18 calendar days. A review of the records substantiates the severe weather conditions and a contract time adjustment of the requested 18 calendar days is granted. The adjusted contract time of completion for this project is 104 calendar days. There remain 14 calendar days of liquidated damages charged under this contract.

If you wish to further review this matter, or to submit additional data, please contact Project Manager Gary Kennen.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:cb sl

bc H. S. Coulter
C. O. Fredrickson
Al Harwood w/att.
Gary Kennen w/att.
FHWA w/att.
Bob Church

STATE OF OREGON

INTEROFFICE MEMO

TO: BRYANT JACKMOND
Contract Administration Engineer

DATE: February 21, 1984

FROM: Marion Craft
MARION CRAFT
Metro Region Construction Engineer

SUBJECT: LARCH MOUNTAIN ROAD SLIDE
Contract No. 9703

Attached is time extension request no. 3 on this project, along with a request to reevaluate request no. 2. Some of the pertinent dates and events are as follows:

Bids opened	August 11, 1983
Date of Award	August 17, 1983
Day count started	August 30, 1983
Contract time	60 Calendar days
First Notification	September 9, 1983
Original contract time ended	October 28, 1983
1st & 2nd Time extension	15 & 11 = 26 Calendar days
Revised contract time	86 Calendar days
Days used	118 calendar days

Gary Kennen has briefly summarized the two previous requests, and recommends we stand firm on request no. 2, since we did include 1 weekend in our analysis. I concur in this recommendation.

Request No. 3 is based on the inability to finish the work due to extremely cold weather. Gary gives a good account of the time related events in his analysis and recommends we grant 15 days, since this work was done at a later time then originally anticipated and was beyond the control of the contractor. I recommend we grant the 15 days recommended by Gary.

2-24-84

W. E. Schwartz -

I basically agree with Region and Project Manager, but think that we should grant the entire 18 C.D. requested by the contractor.

BJ Jackmond

MC/gw
Attachment
cc Gary Kennen

RECEIVED
FEB 22 1984
CONSTRUCTION SECTION

01-125-1387

January 6, 1984

Ameada Mining & Construction Co., Inc.
P.O. Box 852
The Dalles, OR 97058

CON

Time Extension Requests
Larch Mountain Road Slide
Contract No. 9703
FAP No. RS-140(2)

Your two requests for additional contract time in which to complete the above project have been carefully reviewed.

Your first request was for an additional 18 calendar days due to the need to establish revised grades and due to performance of additional quantities of general excavation. Our records indicate that the grade revision and the resulting increase in general excavation quantities delayed project completion by more than 15 calendar days. Accordingly, a contract time adjustment of an additional 15 calendar days is granted under your first request.

Your second request was for an additional 22 calendar days due to seven listed items of additional and/or extra work. Project records indicate that the additional structural excavation, additional 12-inch pipe under Gabions and soft spot digouts delayed the project no more than four calendar days; additional 12-inch drain pipe was insignificant and did not delay the project; additional Special Filter Material was caused by your operation; Price Agreement No. 2 (4"-2"Aggregate) delayed the project not more than five calendar days; and the additional Granular Backfill delayed the project not more than two calendar days. A contract time adjustment of an additional 11 calendar days is therefore granted for your second request.

In summary, a contract time adjustment of 26 calendar days is granted for both requests and the adjusted contract time for completion of this project is 86 calendar days.

Should you wish to submit additional data, or to review this matter further, please contact Project Manager Gary Kennen.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk sl

bc H. S. Coulter
C. T. Keasey
Al Harwood w/att.
Gary Kennen w/att.
FHWA w/att.
Bob Church

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
3700 S.E. 92nd Avenue
Portland, Oregon 97266
17 November 1983

FILE:

FROM: Gary Kemmen
Gary Kemmen, Project Manager

SUBJECT: Larch Mountain Road Slide
Crown Point Highway
Contract Number 9703

TO: Marion Craft
Region Construction Engineer

Enclosed is a "Contractor's Request for Adjustment of Contract Time" on the above project.

The contractor has requested four days to establish new grades after encountering extremely deep pockets of asphaltic concrete. While the project was not literally "shut down" his activities were somewhat curtailed. I would recommend granting four days.

He also is requesting 14 additional days to excavate to the revised grades. The total time spent on excavation was 17 days; two of which were exclusively for subexcavation under the Gabion wall and paid as structural excavation. I [recommend granting two work days.] ← see 2ND Request. only

The remaining 15 days were used performing general excavation which totals 3165 Cu. Yds. The project plans call for 1844 Cu. Yds. resulting in an overrun of 1321 Cu. Yds. Assuming 211 Cu. Yds/Day would grant an additional 7 work days.

Summary of above:

Const.	
4 WD	4 calendar days - restaking
0	[2 calendar days - additional structure excavation] see 2ND Request only
7 WD	7 calendar days - additional general excavation
	2 calendar days - lost time converting from work days to calendar days
11 WD = 15 CD.	15 calendar days total recommended time extension.

W.E. Schwartz -
I concur with Region and Project Mgr. to grant 15 c.d. for this request.
I recommend 4 workdays for delay due to necessity to restake the Gen. Exc. and 7 work days due to Gen. Ex. o'run, for a total of 11 workdays expanded by 7/5 = 15 calendar days. The str. exc. is covered in the contractor's 2ND request and is deleted from this request.
Wm Isenhower
12-3-83

GK/fs
Enclosures
cc: File

RECEIVED
DEC 5 1983
CONSTRUCTION SECTION

CC: Bryant Jackson - will original & Hadnot

I concur in Gary Kemmen recommendation to grant 15 days.

Marion Craft

9702

September 2, 1983

Amanda Mining & Construction Co., Inc.
P. O. Box 852
The Dalles, OR 97058

COM 5
#9703

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 9703 for work on the Larch Mountain Road Slide Section of the Crown Point Highway in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc
Encl.

cc: Safeco Insurance Company of America
4101 S.W. Kruse Way
Lake Oswego, OR 97034

bc: C. T. Keasey
Walt Hart
Robert Church
Jan Peterson
E. L. Hardt
Gary Kennen

Ameada Mining & Construction Co., Inc.

Post Office Box 852
The Dalles, Oregon 97058
Tel: (503) 298-4201

August 15, 1983

Mr. Robert W. Gormsen
Oregon Transportation Commission
121 Transportation Building
Salem, OR 97310

RE: LARCH MOUTAIN ROAD SLIDE CORRECTION
CROWN POINT HIGHWAY, MULTNOMAH COUNTY
Bids Opened: 8/11/83
MBE Contract Goals #9703

Dear Mr. Gormsen,

With regard to the above referenced project, please find listed below the subcontractor our firm will be utilizing to achieve the assigned MBE goals for the Larch Mountain Road Slide Correction.

MINORITY OWNED GOAL

Subcontractor: J & J Fencing, Inc.
694 N. 34th
Springfield, OR 97477
James M. Conkle
746-6227

Item No. 20 (Partial) Furnish & Install Gabions 374 C.Y. @ $35.00=$13,090.00

Subcontractor Total	$13,090.00
MBE Total	$13,090.00

Should you have any questions concerning this matter, please feel free to contact me at 503-298-4201

Respectfully submitted,

Ameada Mining & Construction Co., Inc.

T. A. Tramontina
Secretary

RECEIVED
AUG 16 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Kay Turner

STATE OF OREGON

HIGHWAY DIVISION

INTEROFFICE MEMO

PRO

TO: Robert N. Bothman
Assistant State Highway Engineer

DATE: August 12, 1983

FROM: Gary A. Potter, Manager
Program Section

ORIGINAL SIGNED BY
GARY A. POTTER

SUBJECT: Minor Creek Slide Section
Wilson River Highway
Tillamook County

Winchester Bay Slide
Oregon Coast Highway
Douglas County

The Federal Highway Administration was unable to approve the program change and authorize the acquisition of right of way on the Minor Creek Slide Section because we had already obtained the right to occupy and use all of the right of way through Permits of Entry. The FHWA went on to warn us that caution should be exercised when we are resorting to the use of Permits of Entry to insure that the intent of Section 301 of the Uniform Act is met. We need to make every reasonable effort to acquire real property by negotiations and then make payment to an owner before taking possession.

Ed Hunter in assigning this response to me stated that there must be room in the regulations to take care of the rush of emergency work.

This is true, there is room in the regulations to take care of the rush of emergency work, however, the project history of the Minor Creek Slide could hardly be considered an emergency.

The Minor Creek Slide project prospectus, was received in Salem in September, 1982 and the location survey was approved in October, 1982. P.E. was approved in January, 1983 and the need for right of way was not known until July, 1983.

When we requested authority for acquisition of right of way in July of 1983, it was not approved by the FHWA when they learned that we had already obtained use of the right of way by Permit of Entry. We will now have to buy the right of way with State funds.

After the Federal Highway Administration had turned this project down, another request from Right of Way just arrived dated August 8, 1983 for programming of acquisition of right of way for the Winchester Bay Slide, Oregon Coast Highway in Douglas County.

RECEIVED TECHNICAL SERVICES
AUG 15 '83
REFER TO
FOR
Info
Invest
R/D
D/R
Sign
Act
File

The slide occured in the winter of 1981-82. Transportation Commission approved the project in May, 1982, and now we have a request for programming for right of way dated August 8 and a letting date of August 25. The job is already advertised.

The Federal Highway Administration has indicated that they will reject out of hand the request for programming right of way and accordingly we will program the acquisition of right of way with State funds.

The conclusion is that we must perform in a more timely fashion on these slides in order to allow time for the Federal Highway Administration to approve our right of way acquisition request.

By copies of the memorandum I am transmitting to Ed Hunter and Bruce Boyd the project history on 18 slides so that they can examine this data.

GAP:pf

cc: E. S. Hunter, w/attach
J. B. Boyd, w/attach

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. RS-140(2)		
2. STATE PROJECT NO. See below		
3. FROM Dale E. Wilken, Division Administrator FHWA - Oregon Division	4. PROGRAM NO.	2A. COUNTY NAME Multnomah
	5. ITEM NO. 20128	

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL 25 '83
REFER TO Potter
FHWA

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
7/20/83	Secondary 140	Secondary 125

10. GENERAL LOCATION:

Larch Mt. Road Slide Section

11. GENERAL DESCRIPTION OF WORK

Slide Repair

Info | Invest | R/D | D/R | Sign | Act | Trf

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Potter's letter of 7/18/83 you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $150,100. Regular Federal-aid matching ratio $132,300 appropriation code 075 and increased Federal share (P.L. 97-424 Section 145) in amount of $17,800 appropriation code 07T in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

I accept the certification of Mr. Rod Henry dated 7/14/83 that provisions of FHPM 7-5-1 have been complied with.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
7/20/83		for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9703

126-1905 Cole 125

STATE OF OREGON

INTEROFFICE MEMO

show to workshop

TO: DONALD R. ADAMS Att: Lyle Watson
Final Design Engineer

DATE: June 30, 1983

FROM: JAMES D. McCLURE
Project Development Engineer

SUBJECT: Larch Mountain Road Slide Section
Crown Point Highway
Multnomah County

Versteeg
Anderson
Adams
Macnab
Stoudenmeyer
Terpin
Trout
Wakerlig

RECEIVED
JUL 1 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ___/___/___
Action

The ownership of land east of the west line of Section 30 is in public ownership. There appears to be no defined boundary between state highway and state parks land. This is reflected on the attached maps I obtained from Frank Stiles.

The six-inch drain pipe for the bin wall, as shown on the construction plans, would be on public land. I would recommend proceeding with the July 28 bid letting, as scheduled, since any delay in the project would put us into unfavorable weather conditions for construction.

po

cc: E. L. Hardt
M. W. Stovall
Gary Potter
Max Klotz
Steve Macnab

Attachments

81-125-1387

PROPOSED EASEMENT FOR TL

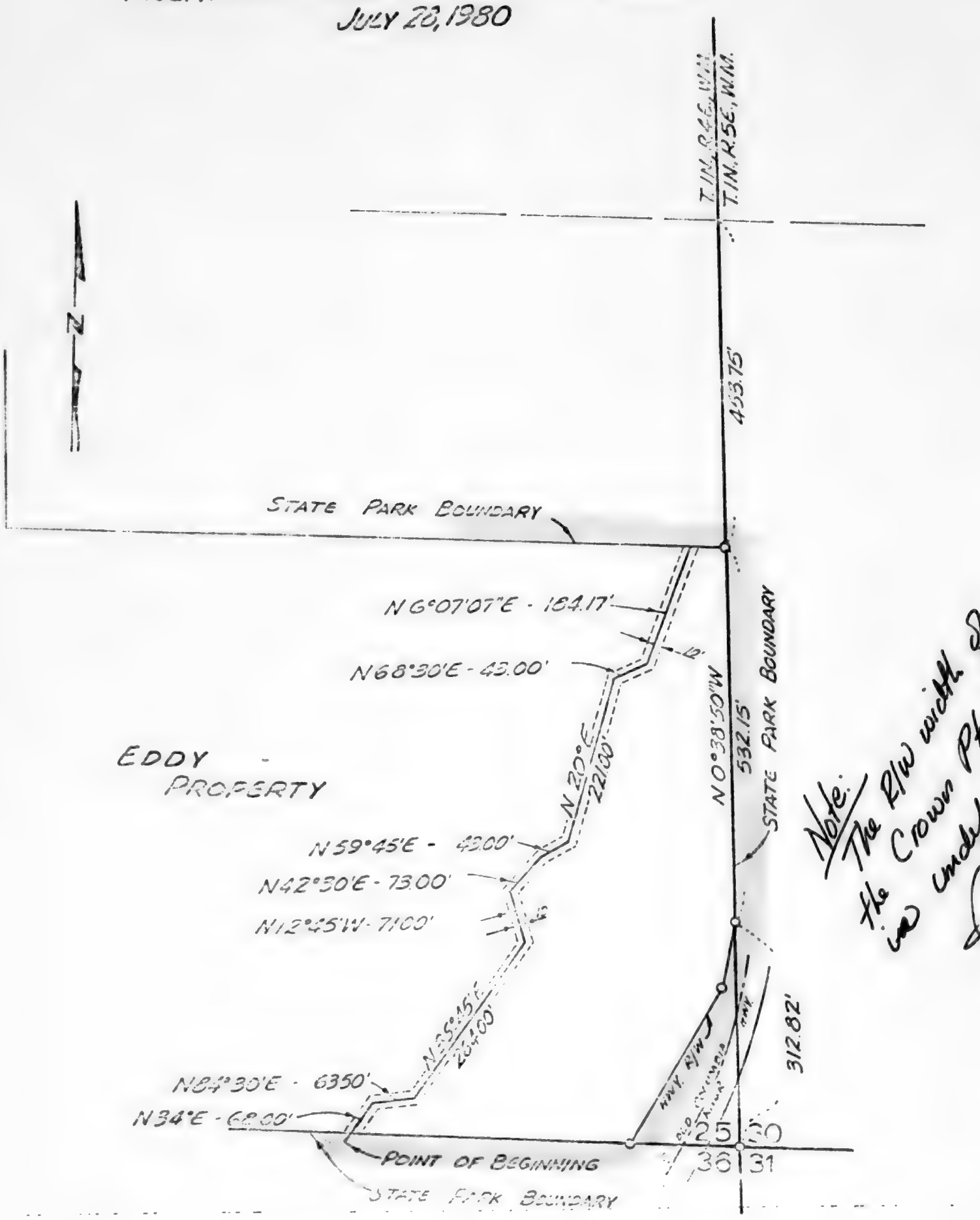
SKETCH

SE¼ SE¼ SEC. 25, T. 1N., R. 4E., W.M.

MULTNOMAH COUNTY

1"=200'

JULY 28, 1980



Note:
The R/W width of the Crown Pt Hwy is undefined.
6/3/83

OREGON STATE PARKS AND RECREATION DIVISION

CROWN POINT STATE PARK
SE¼ Section 25, T1N, R4E, W.M.
Multnomah County
August 18, 1980

SURVEY NARRATIVE

This survey was made using a Mac 2H electronic distance measuring instrument and Jena one-minute theodolite. The S¼ corner of Section 25 was occupied and the SE section corner of Section 25 was sighted direct. This course was the beginning bearing for this survey. The bearing was taken from Oregon State Highway Department map no. 1R-2-1523, dated July 1945, which shows a sand bunker site.

The rest of the corners necessary for the subdivision of the SE¼ of Section 25 were tied by a random traverse consisting of very few angle points, but with long distances between them. The subdivision was then computed and the necessary corners were established on the ground.

REGISTERED
PROFESSIONAL
LAND SURVEYOR

John E. Hollingsworth

OREGON
JULY 9, 1968
JOHN E. HOLLINGSWORTH
691

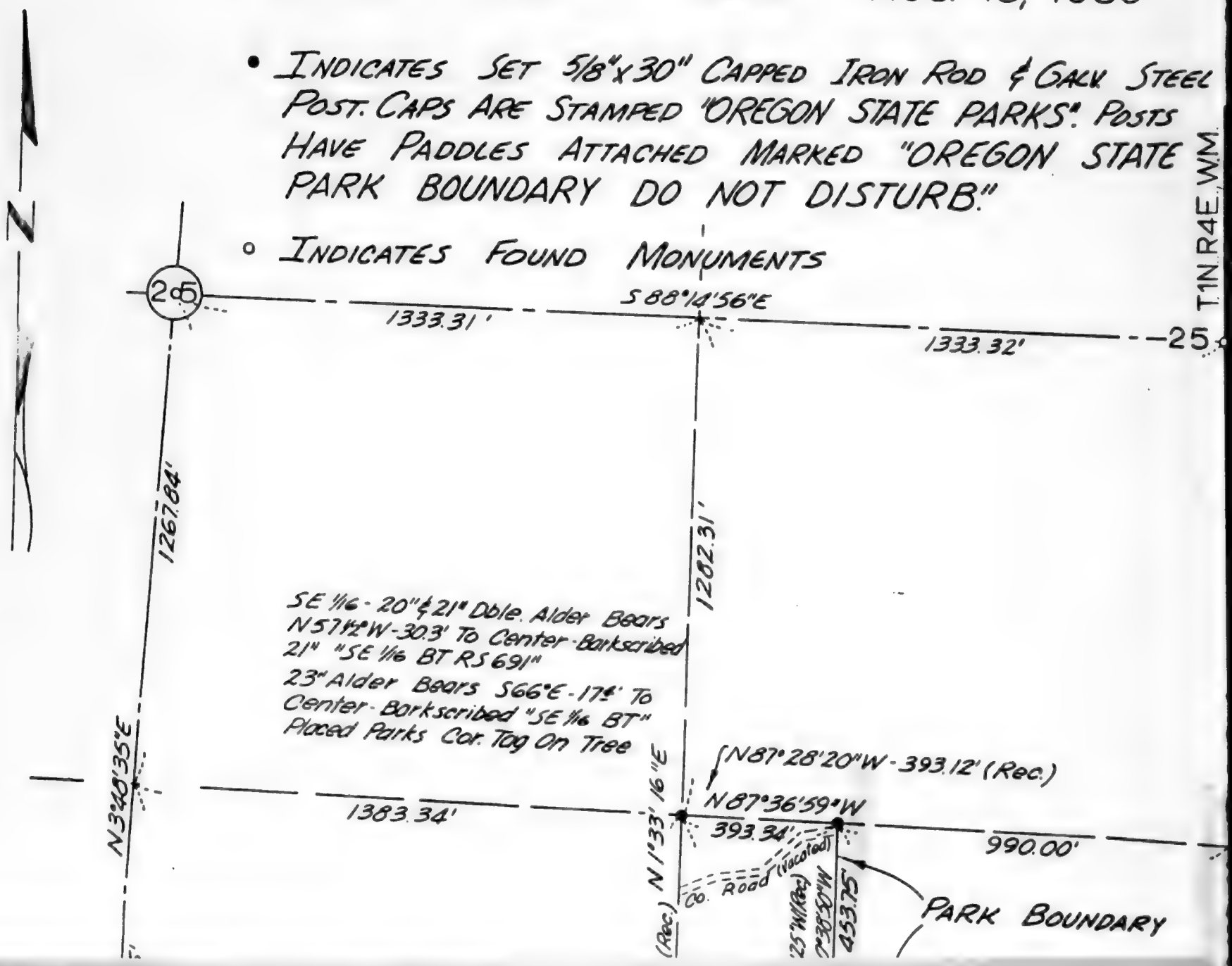
John E. Hollingsworth
Engineering Supervisor
Oregon State Parks
525 Trade Street SE
Salem, OR 97310

OREGON STATE PARKS & RECREATION DIVISIO
CROWN POINT STATE PARK
SURVEY

SE^4 SECTION 25, T.1N., R.4E., W.M.
MULTNOMAH COUNTY
SCALE: 1" = 400' DATE: AUG. 18, 1980

• INDICATES SET 5/8"x30" CAPPED IRON ROD & GALV STEEL POST. CAPS ARE STAMPED "OREGON STATE PARKS". POSTS HAVE PADDLES ATTACHED MARKED "OREGON STATE PARK BOUNDARY DO NOT DISTURB."

○ INDICATES FOUND MONUMENTS

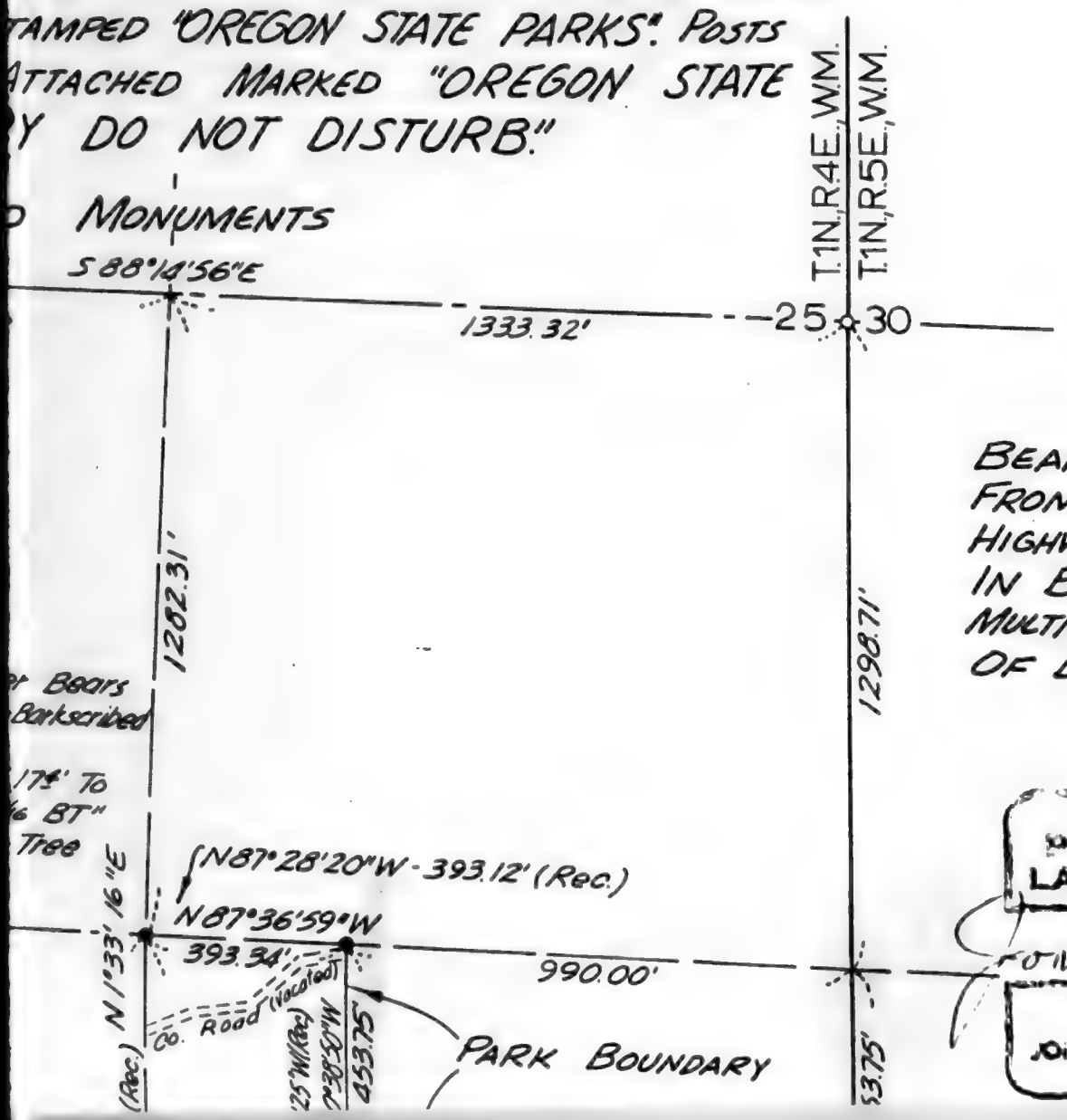


PARKS & RECREATION DIVISION
OINT STATE PARK
SURVEY

ON 25, T.1N., R.4E., W.M.
LTNOMAH COUNTY
DATE: AUG. 18, 1980

5/8"x30" CAPPED IRON ROD & GALV. STEEL
TAMPED "OREGON STATE PARKS". POSTS
ATTACHED MARKED "OREGON STATE
Y DO NOT DISTURB."

D MONUMENTS

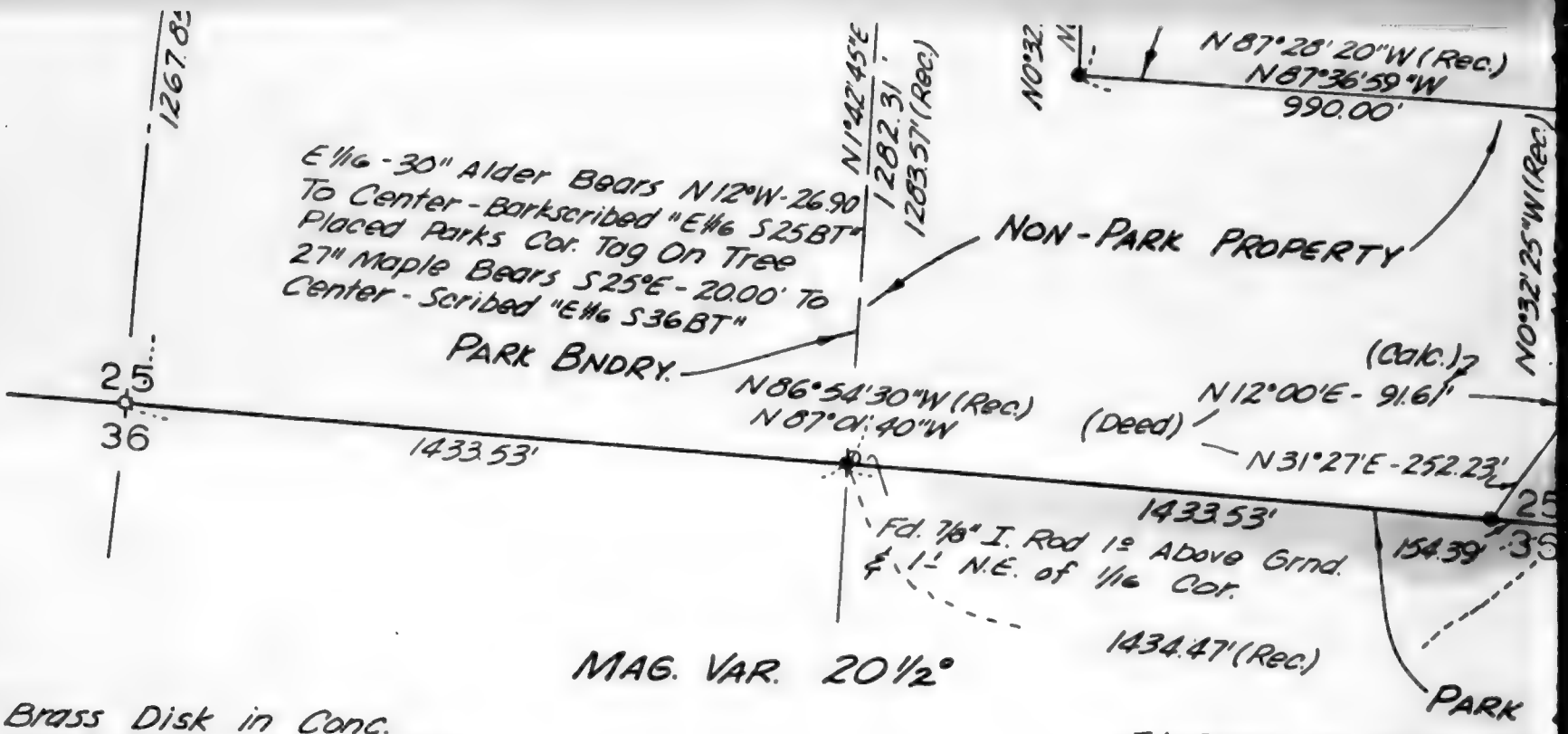


BEARINGS BASED ON DEED FROM JAMES ET AL TO STATE HIGHWAY DEPARTMENT RECORDED IN BOOK 977 PAGE 378 MULTNOMAH COUNTY RECORD OF DEEDS.

REGISTERED
PROFESSIONAL
LAND SURVEYOR

John E. Hollingsworth

OREGON
JULY 9, 1968
JOHN E. HOLLINGSWORTH
691

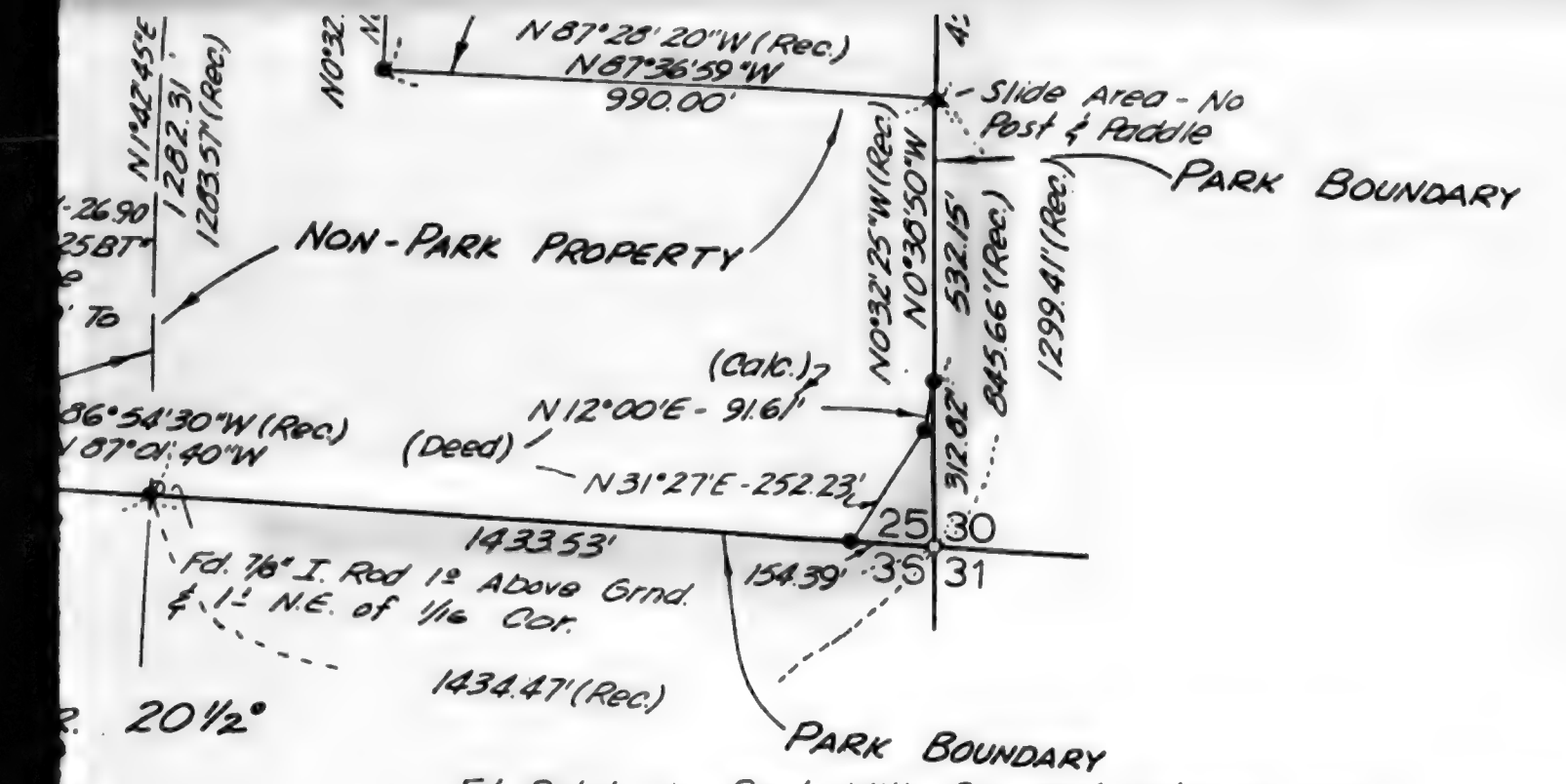


Fd. Brass Disk in Conc.
Fd. ½" I. Pipe N17°W - 29.4'
Fd. ½" I. Pipe S84°E - 69.20'
25/30 Fd. 24" Fir S75°E - 98.45' To RR Spike
Fd. 11" Cedar S40°W-71.45' To RR Spike
Trace Of Scribe Visible
Fd. 45" Maple S12°E - 53.25' To RR Spike

Fd. Patch in Pvmt. With
25/36 Fd. ½" I. Pipe in Drinkin
"I" in Paradise On Histo
Fd. Power Pole With Mul
T.1N., R.4E., W.M. - N20°W-61
Original Richfield Sign

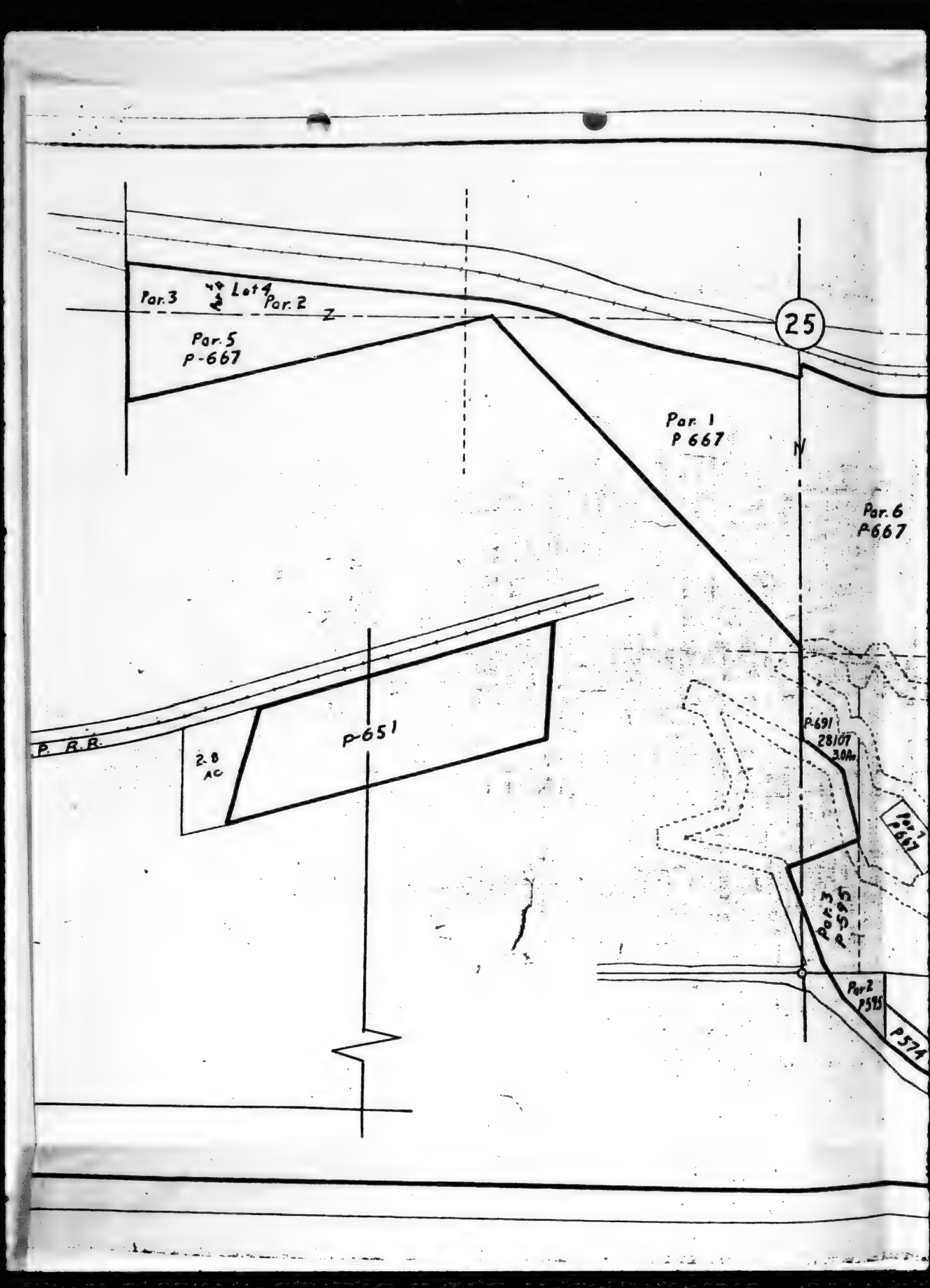
Fd. Brass Capped I.P. Set in Conc.
Fd. ¾" I.P. N11½°E - 9.10'
(25) Fd. 24" Willow S86°W - 20.20' To RR Spike - Cor. Tag Gone
Fd 4" × 4" White Post 1± S.E. With Mult. Co. Cor. Tag
Fd ¾" I.P. in RR Grade of Siding Bent Over Tracks -
Removed - Bears S3°W - 78.40' - RR Signal is Removed
8" Ash "CSBT" in 1966 is Down - Light Signal is Removed

Fd. County Survey Disk
Fd. 4"×4" White Post Layi
25/36 30/31 Fd. ¾" I. Pipe South - 1
Fd. ¾" I. Pipe North - 1
Fd. ¾" I. Pipe S87°E - 5
Fd. ¾" I. Pipe S87°E - 11



Fd. Patch in Pvmt. With P.K. Nail Set Over Mon.
Fd. ½" I. Pipe in Drinking Fountain N 24°E - 15.28'
25/36 "I" in Paradise On Historical Monument N 66°E - 29.65'
Fd. Power Pole With Mult. Co. Cor. Tag "Sec. 30 T. 1N., R. 4E., W.M. - N 20°W - 61?" - Pole Bears S 20°W - 61? To Center
Original Richfield Sign is Gone.

Fd. County Survey Disk in Conc. Mon.
Fd. 4"x4" White Post Laying Down With Mult. Co. Cor. Tag
Tag Gone 25|30 Fd. ¾" I. Pipe South - 10.01'
Cor. Tag 36|31 Fd. ¾" I. Pipe North - 15.0'
er Tracks - Fd. ¾" I. Pipe S 87°E - 50.10'
s Removed Fd. ¾" I. Pipe S 87°E - 115.20'
is Removed


Par. 3
Lot 4
Par. 2
Par. 5
P-667
25
Par. 1
P 667
N
Par. 6
P-667
P. R.R.
2.8
AC
P-651
P-691
28107
3.0Ac
Par 1
P 667
Par 3
P 595
Par 2
P 595
P 574

U. P. R.R.

P696

Lot 1

1

RW-6

Z

P-7

P-706

7

8

Par.6
P-667

N

P-686

T.1N. R.4E. W.M.

T.1N. R.5E. W.M.

HWY.

44131

1

Lots 7 to 23
P-688

P-706

POINT

44139

State Land

CROWN

3

2

Par 1
P-667

Par 2
P595

P574

Por. 1
P-595

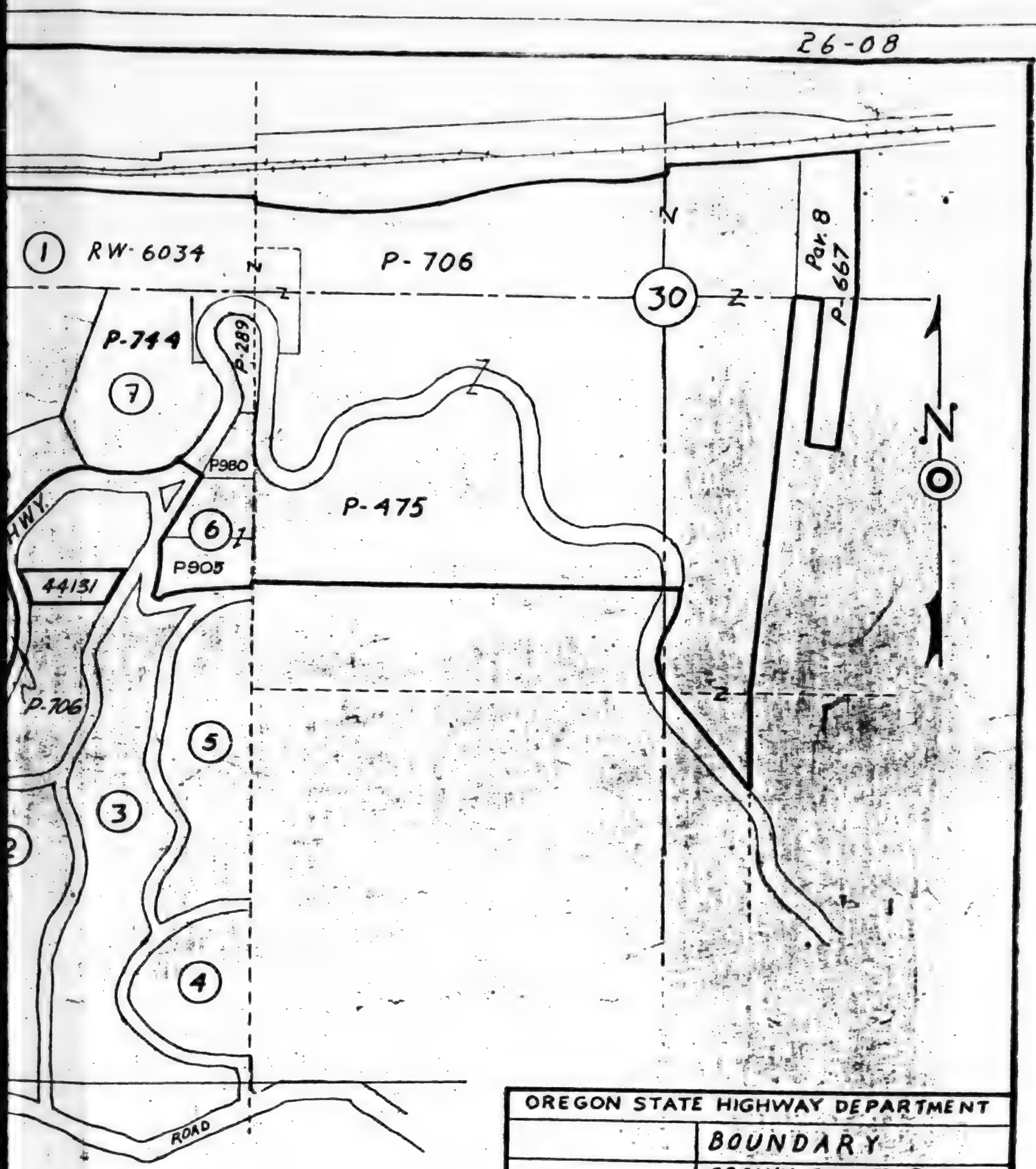
44138

30

31

BROWER

THORS HEIGH



OREGON STATE HIGHWAY DEPARTMENT	
	BOUNDARY
For	CROWN POINT S. P.
Highway	CROWN POINT
County	MULTNOMAH
Scale 1"=400'	Date 1-12-60

2A-5-1 Rev. 6-21-71

9703

5

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

Date: June 29, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 20128
Project No. RS-140(2)
Larch Mtn. Road Slide Section
Multnomah County

Attached support data consists of PR-1 form and project map for the subject project.

It is the Oregon State Highway Division's present intention to receive bids for this project on July 28, 1983 and request Federal-Aid participation of 100 percent for reimbursement claims paid on or before September 30, 1984, in accordance with Pub. L. 97-424, Section 145.

JLG:bks
Attachments

cc: Ed Hardt (Region M)
General Files

Form 734-3122

9703

5

STATE OF OREGON

INTEROFFICE MEMO

TO: MEMO TO THE FILE

DATE: June 27, 1983

FROM: ORIGINAL SIGNED BY M. W. STOVALL
M. W. STOVALL
Metro Region Maintenance Engineer

SUBJECT: LARCH MOUNTAIN SLIDE
Crown Point Highway
Multnomah County

Today I contacted Lyle Watson and requested that the concrete shoulder barrier be eliminated from the job and Corten Steel guardrail be substitutued.

This summer begins the restoration of the Crown Point Highway. This is a very sensitive area. All future construction must match or be compatible with the original construction.

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
JUN 28 '83
REFER TO Schwartz
FOR

Info	Invest	R/D	D/R	Sign	Act	File
X						

MWS/gw
cc Scott Coulter
Don Adams
Jim McClure
Harry Woodward
Gary Kennen

81-125-1367

9703

Sec. 125

LOCATION PROSPECTUS

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

F-17-12

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME: Larch Mountain Road Intersection Slide

HIGHWAY NAME: Crown Point

HIGHWAY NUMBER: 125

REGION	ADMINISTRATIVE DISTRICT	COUNTY	CITY
Metro	2C	Multnomah	N/A

LENGTH	MILEPOST NUMBER				
0.1	10.5	TO	10.6	[X] RURAL	[ ] URBAN

LOCAL GOVERNMENT PROJECT? [ ] YES [X] NO

IF YES, UNIT OF GOVERNMENT:

TYPE OF FUNDS: [ ] FAI [ ] FAP [X] FAS [ ] STATE [ ] FAUS [ ] OTHER

METHOD OF CONSTRUCTION: [X] CONTRACT [ ] STATE FORCE [ ] OTHER

TYPE OF WORK: [ ] GRADING [X] PAVING [ ] STRUCTURE [ ] SIGN [ ] SIGNAL [ ] ILLUMINATION [ ] ROADSIDE IMPROVEMENT [X] OTHER slide repair

PROJECT DESCRIPTION

This is a slide repair project. Reconstruct rock binwall on north side of the Crown Point Highway, No. 125 between milepost 10.8 and 10.95. Improve the drainage system to reduce the water entering the roadway subgrade. Repair the subgrade and pavement.

1 Lee ✓
Anderson
2 Adams
3 Dixon
Sullivan
Tarpin
Trost
4 Wolfe

RECEIVED
AUG 31 1982
ROAD DESIGN SECTION

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME)	PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)
1980 - 1150	

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	[ ]	[ ]	[X]	[ ]	[ ]	[ ]
PROPOSED	[ ]	[ ]	[X]	[ ]	[ ]	[ ]

DESIGN SPEED (MPH)	DESIGN STANDARDS	TRAFFIC ANALYSIS
40	AASHTO	[X] LIGHT [ ] MEDIUM [ ] HEAVY

REFERRED TO
Beard Stoudenmeyer
Cole Mann
Eriksen Watson W
Hager Dorn Lee
Return Discuss Do File Due
BY FINAL DESIGN ENGINEER

APPROVED
Frank E. Pespisa
Location Engineer
Date 8/13/82

FORM 734-1730 (12-76) Page 1

3 · FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	2-12 feet	no change
SHOULDERS	varies	no change
MEDIANS		
PARKING LANES		
SIDEWALKS		
BIKEWAYS		
INTERCHANGES		
OTHER:		

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☒	☐	☐
Illumination	☐	☒	☐
Structures	☐	☒	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☒	☐	☐
River _____	☐	☒	☐
Stream _____	☐	☒	☐
Storm Sewer	☒	☐	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☒	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☐	☒	☐	Hydraulics Study	☐	☒	☐
Environmental Assessment (PCR)	☒	☐	☐	Soils Investigation	☒	☐	☐
Statewide Assessment	☐	☒	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☒	☐	☐
Public Hearing _____	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☒	☐	☐	Reconnaissance Available	☐	☒	☐
Utilities	☐	☒	☐	Design Review	☐	☒	☐

Type _____

4 - WORK ITEMS

	TO BE PERFORMED BY APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT-OF-WAY N/A	☐	☐	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	(5.0)	3.0
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	N/A
RIGHT-OF-WAY ACQUISITION	( )	N/A
P.S. & E. DOCUMENTS	( )	3

RECOMMENDED CONSTRUCTION DATE _____ (Region) _____ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
N/A		

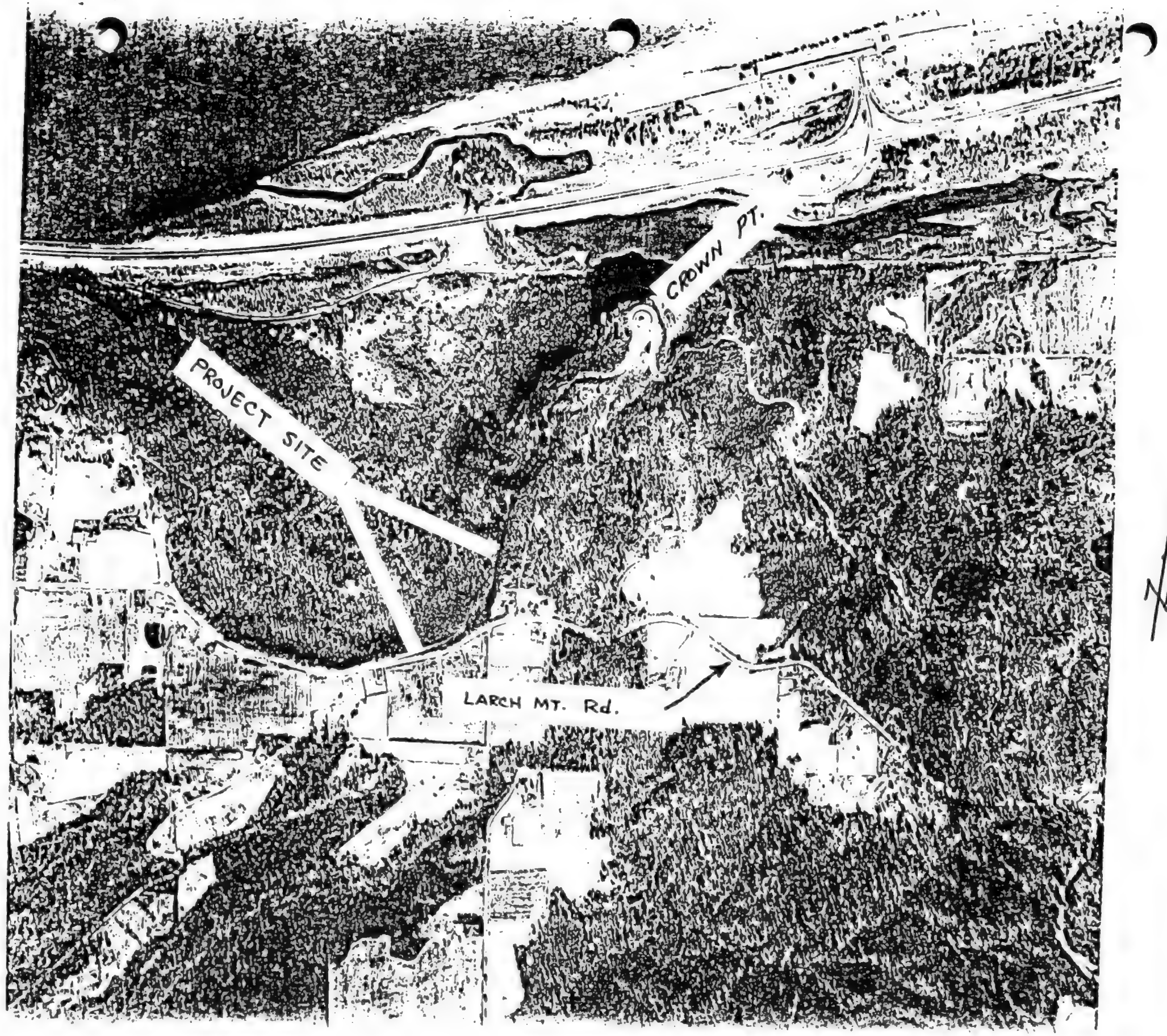
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	$ 19,800	
RIGHT OF WAY		
TRAFFIC CONTROL		
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY		
OTHER Slide Repair	152,000	
ENGINEERING & CONTINGENCIES		
PROJECT TOTAL	$171,800	

SUBMITTED BY _____


CROWN PT.
PROJECT SITE
LARCH MT. Rd.
N

TDB

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: RS-140(1)

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 20128

2A. COUNTY NAME: Multnomah

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
7/27/82	Secondary 140	Secondary 125

10. GENERAL LOCATION:

Larch Mt. Road Intersection Slide

11. GENERAL DESCRIPTION OF WORK

Preliminary engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including archeological salvage and utility preparatory work TEC $19,800 F.F $17,459
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's PEA dated 7/22/82.

RECEIVED
STATE HWY ENGR
JUL 30 '82
REFER TO
Moehring
FOR
Info Invest R/D D.E. Sign Act Drive

Orig to
8-2-82

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
7/27/82		for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

1983 Nestucca River (Johnson) 9705
Bridge Sec., FAS A722 (2) (Grading,
paving and structure)

9705

HIGHWAY DIVISION INVOICE

AGENCY	CURRENT DOCUMENT NUMBER
02	14.5152

YOUR ORDER NUMBER	BILLING REQ. NUMBER	DATE	VENDOR NUMBER
	CA 5586	4/13/87	000100276-00

Tillamook County Courthouse
Tillamook OR 97141

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
434 TRANSPORTATION BUILDING
SALEM OR 97310-0780

T.C.	E.A. SUB JOB	SPECD	ORG. UNIT	OBJ DTL	ACT.	REVENUE SOURCE	AGY. SRC.	AMOUNT
617	C09705-010	L01	2000			844010	10	$9,616.16

PROG	APP SYM	FUND CODE	FUND DETAIL	FUND SOURCE

1 FOLD 1 FOLD

DESCRIPTION:
Final Settlement
Nestucca River (Johnson) Bridge
RS-A-722 (1) (2)

See attached itemized statement

AMOUNT DUE: $9,616.16

TOTAL PRICE

GL 1140

SPECIAL INSTRUCTIONS (FOR ACCOUNTING USE ONLY)

TOTAL AMOUNT DUE $9,616.16

IF YOU HAVE QUESTIONS ABOUT THIS INVOICE PLEASE CONTACT: MIKE SHULTZ 378-6514 Anne Hernandez (INVOICE PREPARER) PH. 378-5034

734-1150 (11-86)

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
APR 15 1987
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

9705

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS — DATE: February 24, 1987

COUNTY: Tillamook AGREEMENT NO: 7826 PROJECT NO: BRS-A722(1,2)

CONTRACT NO: 9705 SECTION: Nestucca River (Johnson) Bridge

PRELIMINARY ENGINEERING PREFIX C529-1984

	Participating	Non Participating
Project Manager	$ 398.10	$
OBEC Engineering	37,650.00	
Final Design	263.52	
Traffic Section	38.26	
Location	3.10	
Program Section	225.11	
Specifications	1,185.77	
Administrative Services	25.50	
Environmental Section	40.09	
Structural Foundation	2,961.96	
R/W Utility Liaison	61.22	
Total P.E. Cost	$ 42,852.63	$ -0-

CONSTRUCTION PREFIX C529-1014 & C09705

Payment to Contractor	$282,570.39	$
SFO #1 Signal Controller Testing	2,000.00	
Interest on Final Payment		230.44
OBEC Engineering	38,286.68	11,213.32
Audit Expense	279.62	
Bridge Design	10.50	
Materials Lab	1,986.50	
Program Section	33.21	
Specifications	54.51	
Technical Services	500.07	
Construction Office	540.99	
Region Office	436.86	
Accounting	155.51	
EEO	140.76	
Field Engineering	680.73	
Total Construction Cost	$327,676.33	$ 11,443.76

SUMMARY

Participating P.E. Cost		$ 42,852.63
Participating Const. Cost		327,676.33
Total Participating Cost		$ 370,528.96
Federal Funds		
P.E. (80%)	$ 34,282.10	
Const. (79.94%)	261,944.46	$(296,226.56)
Subtotal		74,302.40
Plus Non Participating County Cost		11,443.76
Less AD #83-13	$11,230.00	
AD #83-69	64,900.00	(76,130.00)
BALANCE DUE FROM COUNTY		$ 9,616.16

MKS:me

1/31/87

JOB COST SUMMARY
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURR MO
C09705	000		504	0100		
C09705	000		504	0100		
C09705	000		504			
C09705	000		555	0521		
C09705	000		555	0521		
C09705	000		555			
C09705	000					
C09705	000	010	001	0813		
C09705	000	010	001	0813		
C09705	000	010	001	0821		
C09705	000	010	001	0821		
C09705	000	010	001			
C09705	000	010				
C09705	000	129	001	2205		
C09705	000	129	001	2205		
C09705	000	129	001			
C09705	000	129	549	2205		
C09705	000	129	549	2205		
C09705	000	129	549			
C09705	000	129	550	2205		
C09705	000	129	550	2205		
C09705	000	129	550			
C09705	000	129				
C09705	000	903	504	7400		
C09705	000	903	504	7400		
C09705	000	903	504			
C09705	000	903				
C09705	000	940	001	8221		
C09705	000	940	001	8221		

JOB COST SUMMARY

SW=JOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED

AIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE
	0100		.00	10.05
	0100		.00	10.05
			.00	10.05
	0521		.00	2.37
	0521		.00	2.37
			.00	2.37
			.00	12.42
	0813		.00	20.50
	0813		.00	20.50
	0821		.00	144.37
	0821		.00	144.37
			.00	164.87
			.00	164.87
	2205		.00	.00
	2205		.00	.00
			.00	.00
	2205		.00	.00
	2205		.00	.00
			.00	.00
	2205		7.00-	.00
	2205		7.00-	.00
			7.00-	.00
			7.00-	.00
	7400		.00	10.50
	7400		.00	10.50
			.00	10.50
			.00	10.50
	8221		.00	49.58
	8221		.00	49.58

JOB COST SUMMARY
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBE
PAYROLL CHARGES ARE LOADED

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CU M
C09705	000	940	001			
C09705	000	940				
C09705	000					
C09705	001		306	2200		
C09705	001		306	2200		
C09705	001		306			
C09705	001		349	2200		
C09705	001		349	2200		
C09705	001		349			
C09705	001					
C09705	001					
C09705	010		334	0521		
C09705	010		334	0521		
C09705	010		334			
C09705	010					
C09705	010					
C09705	011		300	2200		
C09705	011		300	2200		
C09705	011		300			
C09705	011		334	0521		
C09705	011		334	0521		
C09705	011		334			
C09705	011					
C09705	011					
C09705						

JOB COST SUMMARY
JOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED

IL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE
			.00	49.58
			.00	49.58
			7.00-	237.37
	2200		.00	111.38-
	2200		.00	111.38-
			.00	111.38-
	2200		.00	230.44
	2200		.00	230.44
			.00	230.44
			.00	119.06
			.00	119.06
	0521		.00	11,213.32
	0521		.00	11,213.32
			.00	11,213.32
			.00	11,213.32
			.00	11,213.32
	2200		.00	2,251.44-
	2200		.00	2,251.44-
			.00	2,251.44-
	0521		.00	11,213.32-
	0521		.00	11,213.32-
			.00	11,213.32-
			.00	13,464.76-
			.00	13,464.76-
			7.00-	1,895.01-

(ORIGINAL)

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.	
FHWA VOUCHER NO.	
APPROPRIATION	FHWA SCHEDULE NO.
THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)* Treasurer of the State of Oregon ADDRESS Capitol Building Salem, OR 97310	PAID BY *(For use of Paying Office)*
STATE Oregon	VOUCHER TYPE *(Check Appropriate Block)* ☐ CURRENT BILLING
VOUCHER PERIOD FROM 7/20/83 TO 9/18/86	☐ OTHER PROGRESS ☒ FINAL VOUCHER (*)
	FEDERAL AID PROJECT NO. BRS-A722(2)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

	TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
114	339,120.09	327,676.33	.7994	261,944.46	261,944.46	-0-
11R			-----	65,726.00	65,726.00	-0-
	339,120.09	327,676.33	.7994	327,670.46	327,670.46	-0-

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY	DATE	SIGNATURE OF AUTHORIZED OFFICIAL
Oregon	12/29/86	Controller

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED	0.00
ADJUSTMENTS	
AMOUNT APPROVED	

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	NESTUCCA RIVER (JOHNSON) BR. SECTION BEAVER - BLANE COUNTY ROAD TILLAMOOK COUNTY					
	Construction Type Code X081 Structure, Bridge No. 1138A (Sta. 4+96 to Sta. 6+31)					
	Final Contract Payment Summary	Lump Sum			$282,570.39	
SFO #1	Signal Controller Testing	All Required			2,000.00	
	TOTAL PARTICIPATING CONSTRUCTION COST				**$284,570.39**	
	Construction Engineering					
	Work by OBEC Consulting Engineers	All Required			$ 38,286.68	
	State	All Required			4,398.88	
	TOTAL PARTICIPATING CONSTRUCTION ENGINEERING				**$ 42,685.56**	
	Misc. Project Cost					
	Audit Expense	All Required			$ 279.62	
	Monitor Equal Opportunity Employment	All Required			140.76	
	TOTAL MISC. PROJECT COST				**$ 420.38**	
	TOTAL PARTICIPATING PROJECT COST				**$327,676.33**	
	Non Participating Project Cost					
	Interest on Final Payments	All Required			$ 230.44	
	Work by OBEC Consulting Engineers	All Required			11,213.32	
	TOTAL NON PARTICIPATING PROJECT COST				**$ 11,443.76**	
	TOTAL PROJECT COST				**$339,120.09**	

Prepared based on Participating Cost as shown on the Federal Billing as of 12/19/86.

AMOUNT CARRIED FORWARD . .

DESCRIPTION	PREFIX	FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	ACTIVE YRS END
	528 1058	948	00	P	1			21.65	84	84
		TOT		P	1			62,141.73		
		TOT		N	1			66.81		
		** JOB TOTALS **				**	**	62,208.54 **		
	CONT NO 8978 * FA PROJ NOS RS A727002 100								STATE	
NEHALEMRVBRSEC	529 1006	201	00	P	1			434,768.04	79	81
	529 1006	206	00	N	1			573.11	81	81
	529 1006	208	00	N	1			29.40CR	81	81
	529 1006	296	00	N	9			467,131.48CR	79	83
	529 1006	297	00	N	9			29,967.11	79	83
	529 1006	298	00	N	9			432,164.37	79	83
	529 1006	900	00	P	1			4,344.26	79	83
	529 1006	900	00	N	1			10.01	80	81
	529 1006	904	00	P	1			55,810.54	80	83
	529 1006	915	00	P	1			522.59	81	83
	529 1006	920	00	P	1			73.22	79	79
	529 1006	928	00	N	1			29.40	80	81
	529 1006	945	00	P	1			509.55	81	82
	529 1006	948	00	P	1			6.79	81	83
	529 1006	985	00	P	1			97.36	79	79
		TOT		P	1			495,932.35		
		TOT		N	1			583.12		
		** JOB TOTALS **				**	**	496,515.47 **		
	CONT NO 9705 FA PROJ NOS BRS A726002 100								STATE	
NESTUCCA RIVER(JOHNSON)BR	529 1014	201	00	P	1		6,227.03	284,321.87	77	85
	529 1014	270	01	P	1			2,000.00	83	84
	529 1014	296	00	N	9		99,100.23CR	405,198.47CR	83	85
	529 1014	297	00	N	9		67,559.47	67,559.47	85	85
	529 1014	298	00	N	9		31,540.76	337,639.00	83	85
	529 1014	900	00	P	1	27.55	199.73	503.44	83	85
	529 1014	904	00	P	1	17.14CR	428.94	49,500.00	83	85
	529 1014	915	00	P	1	.76CR	217.08	217.08	84	85
	529 1014	915	01	P	1			62.54	84	84
	529 1014	920	00	P	1	.07CR	15.83	33.21	83	85
	529 1014	921	00	P	1			54.51	83	84
	529 1014	928	00	N	1	.05CR	9.33	111.38	83	85
	529 1014	940	00	P	1		356.00	1,504.00	83	85
	529 1014	942	00	P	1			432.92	83	84
	529 1014	944	00	P	1	2.00CR	444.38	500.07	83	85
	529 1014	945	00	P	1	56.09	415.56	540.99	83	85
	529 1014	946	00	P	1			436.86	84	84
	529 1014	948	00	P	1	.12CR	27.01	155.51	83	85
	529 1014	985	00	P	1			140.56	83	84
		TOT		P	1	63.55	3,331.56	340,907.22		
		TOT		N	1	.05CR	9.33	111.38		
		** JOB TOTALS **				63.50 **	8,340.89 **	341,015.10 **		

FEDERAL APPROPRIATION: 114

AGREEMENT EA/SUBJOB	TOTAL COSTS TO DATE	AMOUNT PREV CLAIMED	PARTICIPATION AMOUNT	PARTICIPATION PERCENT	AGREEMENT AMOUNT	FEDERAL SHARE	ADJUSTMENT AMOUNT	ADJUSTMENT CODE	VOUCHER AMOUNT
FEDERAL PROJECT: BRS -A680-002									
FO5111									
C09845 -000	8,026.09-	3.39	8,026.09-						
C09845 -010	5,834.88	.00	.00						
C09845 -011	191,453.58	146,956.84	191,453.58						
AGREEMENT TOTALS	189,264.37	146,960.23	183,427.49	80.00	146,960.23	146,741.99	.00		218.24-
FED PROJ TOTALS	189,264.37	146,960.23	183,427.49		146,960.23	146,741.99	.00		218.24-
FEDERAL PROJECT: BRS -A712-001									
F06150									
C2292514-000	6,947.01	5,557.61	6,947.01						
AGREEMENT TOTALS	6,947.01	5,557.61	6,947.01	80.00	8,400.00	5,557.61	.00		.00
FED PROJ TOTALS	6,947.01	5,557.61	6,947.01		8,400.00	5,557.61	.00		.00
FEDERAL PROJECT: BRS -A722-001									
F03078									
C5291984-011	42,852.63	34,282.10	42,852.63						
AGREEMENT TOTALS	42,852.63	34,282.10	42,852.63	80.00	34,282.10	34,282.10	.00		.00
FED PROJ TOTALS	42,852.63	34,282.10	42,852.63		34,282.10	34,282.10	.00		.00
FEDERAL PROJECT: BRS -A722-002									
F03078									
C09705 -000	237.37	.00	237.37						
C09705 -001	119.06	.00	.00						
C09705 -010	11,324.70	.00	.00						
C09705 -011	327,438.96	261,944.46	327,438.96						
AGREEMENT TOTALS	339,120.09	261,944.46	327,676.33	79.94	261,944.46	261,944.46	.00		.00
							65,726.00 L		
FED PROJ TOTALS	339,120.09	261,944.46	327,676.33		261,944.46	261,944.46	.00		.00
FEDERAL PROJECT: BRS -A727-003									
F03080									

jc cc: OSHD (Rulien) **STATE COPY** 9705

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1	Tillamook	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
SEP 10 '86	C. O. Fredrickson, Construction Engineer	BRS-A722(2)

COMPLETION DATE (Actual)	ACCEPTANCE DATE BY CONRTACT AGENCY	TIME ELAPSED	CONTRACT TIME
June 7, 1984	March 7, 1986	100 %	300 CD

LOCATION
Nestucca River (Johnson) Bridge Section of Blaine Road approximately 4 miles east of Beaver.

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

COPY SENT

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

SEP 19 '86

State Region

1. Description of Improvement as Programed:

   A. Construction of roadbed grading, aggregate base and asphalt concrete pavement.

   B. Construction of Bridge No. 11381A over Nestucca River.
   Length: 135 ft. Roadway Width: 28.0 ft.

   C. Performance of such additional and incidental work as is called for by the specifications and plans.

2. Contractor's Name: Aubrey Mountain Construction Co.,

3. Contract Amount: $282,570.39

4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

RECEIVED
STATE HWY ENGR
SEP 18 '86
REFER TO
Fredrickson
Info | Invest | F/D

SIGNATURE (SHD Official) C. O. Fredrickson

TITLE Const. Engr.

NOTED
V. E. SCHWARTZ

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE William A. Kappen		SIGNATURE G. K. Hassmer	
TITLE Area Engineer	DATE 9/17/86	TITLE District Engineer A	DATE 9/18/86

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED.

March 31, 1986

CON 5 - #9705

Employers Insurance of Wausau
2000 Westwood Drive
Wausau, WI 54401

Contract No. 9705 awarded to Aubrey Mtn. Const. Co. for work on the Nestucca River (Johnson) Bridge Section of FAS A722 in Tillamook County was completed on September 12, 1985, and accepted by the State Highway Division on March 7, 1986.

Final payment in the amount of $2,748.56 will be released to the contractor after April 7, 1986. The total contract amount is $282,570.39 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Robert W. Gormsen
COMMISSION SERVICES

cgc

cc: Aubrey Mtn. Const. Co.
P.O. Box 1048
Oakridge, OR 97463

Employers Insurance of Wausau
9400 S.W. Beaverton Hwy, Ste. 300
Beaverton, OR 97005

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
Bill Anhorn

9705

Contract Payments 378-6594

FILE: CON 5
9705

Robert Gormsen
Manager, Commission Services

March 7, 1986

W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract	9705 , On Site Work Substantially Completed June 7, 1984
All Work Completed	September 12, 1985
Project	Nestucca River (Johnson) Bridge
Highway	FAS A722 (Beaver-Blaine Road)
County	Tillamook
Type of Work	Grading, Paving & Structure
Contractor	Aubrey Mountain Construction Co.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

STATE COPY

TO BE COMPLETED BY FHWA		
MONTHLY TRANSACTION NUMBER: 2-70	U.S. Department of Transportation, Federal Highway Administration	Form Approved; O M B No. 04-R2089
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	State: Oregon
MODIFICATION NUMBER: 3		County: Tillamook
		Project Number: BRS-A722(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 21 , 19 83 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 328,630.00	$ 339,892.00
Federal funds	$ 262,904.00	$ 271,913.00
Other revisions		

This modification is made for the following reasons: to include construction and construction engineering cost increases.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 11th day of February , 19 85 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON FEBRUARY 6, 1985

FEDERAL AID PROJECT NO. BRS-A722(2)

NESTUCCA RIVER (JOHNSON) BRIDGE
BEAVER-BLANE COUNTY ROAD
TILLAMOOK COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE X081
STRUCTURE, BRIDGE NO. 11381A (STA. 4+96 TO STA. 6+31)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Flagmen	$ 12.00	50	$ 600.00	63	$ 756.00
Embankment in Place	10.00	550	5,500.00	564.7	5,647.00
Guard Rail, Type 2A	15.00	100	1,500.00	113	1,695.00
12" Culvert Pipe (PA #2)	15.00	---	---	70	1,050.00
Temporary Traffic Signal Revision (PA #3)	4,763.59	---	---	100%	4,763.59
1"-0 Aggregate Base (Delete)	9.80	400	3,920.00	---	---
3/4"-0 Aggregate Base (PA #4)	9.80	---	---	500.2	4,901.96
Signal Controller Testing (SFO #1)	---	---	---	---	2,000.00
State Furnished Software (SFO #2)	---	---	---	---	500.00
	Subtotals		$11,520.00		$21,313.55

Increase	$ 9,793.55
Subtotal of Previous Estimate of January 12, 1984	285,765.50
Subtotal	$ 295,559.05
Engineering	44,332.95
Total	$ 339,892.00

Length of Project 0.26 mi.

Federal Funds (80%)	$ 271,913.00
County Funds	67,979.00
Total	$ 339,892.00

Group 1 100%
Contract No. 9705
Prefix: 529-1984
Prefix: 529-1014
WH:bkb

9715

TO BE COMPLETED BY FHWA		Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER: no transaction #	U.S. Department of Transportation Federal Highway Administration	State: Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County: Tillamook
MODIFICATION NUMBER: 2	10-1-84	Project Number: BRS-A722(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 21, 19 83, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 328,630	$ 328,630
Federal funds	$ 328,630	$ 262,904 Appn Code 114

Other revisions

(Note: Additional Federal Funds collected - $65,726.00)

This modification is made for the following reasons:

"The project agreement executed 10-21-83, and modified on 1-17-84 is modified to decrease Federal-aid participation to 80 percent in accordance with P.L. 97-424, Section 145."

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 1st day of October, 19 84.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

XX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Nestucca R. (Johnson) Br
Tillamook Co.
529-1014

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

1-1705

Gen. File

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NUMBER 1-161+162		Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Tillamook
MODIFICATION NUMBER 1	1-17-84	Project Number BRS-A722(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 21 , 19 83 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 324,344.00	$ 328,630.00
Federal funds	$ 259,475.00	$ 262,904.00
Other revisions		65,726.00 11R

This modification is made for the following reasons: to include increase in construction engineering costs, increase in fund manner Public Law 97-424 Sec 145

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 17th day of January , 19 84 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Gary A. Potter

Manager, Program Section
(Title)

XBy For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Con. File

Oregon State Highway Division
Salem, Oregon January 12, 1984

Federal-Aid Project No. BRS-A722(2)

Nestucca River (Johnson) Br. Section
Beaver-Blane County Road
Tillamook County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code X081
Structure, Br. No. 11381A (Sta. 4+96 to Sta. 6+31)

Subtotal of previous estimate of September 20, 1983		$ 285,765.50
	Subtotal	$ 285,765.50
	Engineering	42,864.50
	Total	$ 328,630.00

Length of Project 0.26 mi.

Federal Funds (80.0%)	$ 262,904.00
County Funds	65,726.00
Total	$ 328,630.00

Reimbursement 100% Public Law 97-424, S145
Group 1 100%
Contract No. 9705
Prefix: 529-1984
Prefix: 529-1014

RHZ:bkb

STATE COPY OMB No. 04-R2089

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NO.
10-155
+156

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT

State: Oregon
County: Tillamook
Project No.: BRS-A722(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Nestucca River (Johnson) Br.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-20-83	0.026

OTHER *(Specify)*

FUNDS PRO RATA 80.00 %

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 324,344.00	$ 259,475.00*

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof. * See Additional Provisions on back.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By [signature]

Manager, Program Section
(Title)

XX By For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By [signature]
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator OCT 21 1983

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, September 20, 1983

Federal Aid Project No. BRS-A722(2)

Nestucca River (Johnson) Br. Section
Beaver-Blane County Road
Tillamook County

Project Agreement Estimate

Type Code X081
Structure, Bridge No. 11381A (Sta. 4+96 to Sta. 6+31)

Mobilization	All	Required		$ 6,000.00
Temporary Protection and Direction of Traffic	All	Required		3,500.00
Temporary Signs	260	Sq.Ft.	7.00	1,820.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	1,081	Lin.Ft.	8.50	9,188.50
Temporary Traffic Signal Installation	1	Each	16,000.00	16,000.00
Flagmen	50	Hour	12.00	600.00
Detour Bridge Installation	All	Required		32,500.00
Clearing and Grubbing	All	Required		500.00
Removal of Structures and Obstructions	All	Required		500.00
Embankment in Place	550	Cu.Yd.	10.00	5,500.00
1"-0 Aggregate Base	400	Ton	9.80	3,920.00
Class "B" or "C" Asphalt Concrete	380	Ton	38.00	14,440.00
10" Culvert Pipe	22	Lin.Ft.	12.00	264.00
Concrete Inlet, Type "G-2"	1	Each	375.00	375.00
Guard Rail, Type 2A	100	Lin.Ft.	15.00	1,500.00
Guard Rail, Type 3	100	Lin.Ft.	26.00	2,600.00
Guard Rail Anchors, Type 1	4	Each	400.00	1,600.00
Rail End Pieces Type C	4	Each	80.00	320.00
Type 1 Fence	145	Lin.Ft.	4.00	580.00
Extra for Asphalt Approaches	6	Each	150.00	900.00
Drainage Curb	27	Lin.Ft.	4.00	108.00
Loose Riprap, Class 1200	360	Cu. Yd.	16.00	5,760.00
Bridge Removal Work	All	Required		8,000.00
Shoring, Cribbing, Etc.	All	Required		5,000.00
Structure Excavation	170	Cu.Yd.	12.00	2,040.00
Special Backfill	50	Cu.Yd.	15.00	750.00
Furnish Pile Driving Equipment	All	Required		2,500.00
Furnish HP 10x42 Steel Piling w/Reinforced Tips	240	Lin.Ft.	14.00	3,360.00

Oregon State Highway Division
Salem, Oregon, September 20, 1983

Federal Aid Project No. BRS-A722(2)

Drive Steel Piles	240	Lin.Ft.	1.00	$ 240.00
Furnished Pile Drilling Equipment	All	Required		15,000.00
Furnished Cast-in-Place Concrete Piles	100	Lin.Ft.	20.00	2,000.00
Structural Concrete, Class 3300 (97 c.y.)	All	Required		29,100.00
135' Deck Bulb-Tee Prestressed Beams	6	Each	16,550.00	99,300.00
Reinforcement (13,000 lbs.)	All	Required		10,000.00
		Subtotal		$285,765.50
		Engineering		38,578.50
		Total		$324,344.00

Length of Structure 0.026 Mi.

Federal Funds (80%)	$259,475.00
County Funds	64,869.00
Total	$324,344.00

Reimbursement 100% Public Law 97-424, S145

Group 1 - 100%
Contract No. 9705
Preix 529-1984
Prefix 529-1014

DAR bkb

9705

PHONE 842-5511
EXTS. 367 OR 368

TILLAMOOK COUNTY PUBLIC WORKS
503 MAROLF LOOP DRIVE
TILLAMOOK, OREGON 97141

PROGRAM SECTION
MANAGER ____ RESOURCE UNIT ____
FA UNIT ____ PROGRAM UNIT ____
NOV 30 1984
REFER TO ____
R/D ____ ACT ____ REPLY ____
DISC ____ INFO ____ FILE ____

DATE: November 26, 1984

SUBJECT: Johnson Bridge Project No. BRS-A722(2)

TRANSMITTAL NOTICE

TO:

Gary Potter, Manager
Program Section
Oregon State Highway Department
Transportation Building
Salem, Oregon 97310

DOCUMENTS ENCLOSED

NO.OF COPIES	DATED	TITLE AND/OR PROJECT NUMBER
1	10-31-84	Irrevocable limited Power of Attorney Local Government investment Pool

REMARKS:

Original to Pete G. RCD 11-28-84

CC:

If enclosures received are not as listed above, kindly notify us.

Master file

Routing:

BY Jon A. Oshel
JON A. OSHEL, P.E.
DIRECTOR OF PUBLIC WORKS

IRREVOCABLE
LIMITED POWER OF ATTORNEY
LOCAL GOVERNMENT INVESTMENT POOL

The COUNTY OF TILLAMOOK hereby appoints the
Local Government Unit

Investment Manager of the Oregon State Excess Fund, as attorney in fact for it and said officer shall have the power of attorney to negotiate warrants made payable to the Oregon State Department of Transportation, Highway Division, and delivered to said officer by either H. S. Coulter, State Highway Engineer; Vernon E. Skoog, Highway Division Controller; Frank R. Griffin, Highway Division Assistant Controller; or Richard Hacek, Highway Division Assistant Controller; for the State of Oregon, for the purpose of depositing the proceeds of such warrants to the account of the Oregon State Department of Transportation, Highway Division, with the State Treasurer.

The COUNTY OF TILLAMOOK has deposited with the
Local Government Unit

State of Oregon Investment Pool the sum of $ 64,900.00 in Account No. 4169.
The purpose of this deposit is to create a fund from which to pay its share of the cost of certain improvements to be made in connection with
Project Name

Nestucca River (Johnson) Bridge Section and Highway Bridge Replacement

Project No. BRS-A722(2)

By this document it authorizes the Highway Division of the State of Oregon, Department of Transportation to draw on the account created by this instrument for the purposes above stated with the State Excess Fund. The authorized signatures of withdrawal will be one of any of the following: H. S. Coulter, Vernon E. Skoog, Frank R. Griffin, or Richard J. Hacek. The signature of either upon a voucher in a form acceptable to the custodians of the State Investment Pool shall constitute proper authority for the withdrawal of money up to the total amount of the deposit identified above.

The authorized signatures of the above individuals shall be furnished by the Highway Division of the Department of Transportation to the State Treasury Department.

This power of attorney was authorized by TILLAMOOK COUNTY
Local Government Unit

this 31 day of OCTOBER, 1984 by a vote of the majority of a quorum of its governing body.

Gerald A. Woodward, Chairman

F.E. Knight, Commissioner

Carol Williams, Commissioner

Form No. 734-1812 (REV 10-83)

November 13, 1984 PRO

Tillamook County Board
of Commissioners
Attn: Mr. Jon Oshel
Courthouse
Tillamook, OR 97141

Subject: Deferred Advance Deposit
Nestucca R. (Johnson) Br.
BRS-A722(2)
Tillamook County

On November 5, 1984 the Local Government Investment Pool received your $63,900 Advance Deposit for the subject project.

We are attaching a Irrevocable Power of Attorney form, for your use. Please complete the form and return it to the address given in the attachments under Option 3.

We would appreciate your prompt attention to this matter.

Very truly yours,

Wayne Labrie
for Gary A. Potter, Manager
Program Section

MKS:bkb
Attachments
bcc: (For AD #83-69)
Phil Stearns, Region 2
Vern Skoog

AMENDED

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: Nestucca River (Johnson) Bridge Section	WEEK ENDING: 6-9-84 AMENDED
		SECTION PREFIX: 529-1014
	HIGHWAY: FAS-A722 Beaver Blaine Road	COUNTY: Tillamook
NAME OF JOB:	KIND OF WORK: Grading, Paving, Structure	
CONTRACTOR: Aubrey Mountain Construction	CONTRACT NUMBER: 9705	FEDERAL AID PROJECT NUMBER: BRS-A722 (2)
DATE OF CONTRACT: 8-22-83	DATE WORK STARTED: 9-27-83	ESTIMATED COMPLETION DATE: 6-4-84 Phase 2
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN ____ SUPERVISION 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 150/300	CALENDAR DAYS USED 273
PROJECT AUTHORIZATION: $ 324,343.85	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED
EXCLUSIVE OF ENGINEERING: $ 298,624.95	ENGINEERING AUTHORIZATION $ 49,500.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 287,300.00	ENGINEERING COST TO DATE $ 49,053.92	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____ %	PERCENT OF AUTHORIZATION ____ %	DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100%		100%	100%	100%			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	500 CY	400 ton			380 ton
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	11391A							
PERCENT	100%							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 6-3	lite rain	1		
MONDAY 4	rain	1		
TUESDAY 5	rain	1		
WEDNESDAY 6	trace rain	1		
THURSDAY 7	showers	1		End of Calendar Day Count.
FRIDAY 8	showers	0		Second Notification.
SATURDAY 9	partly cloudy	0		

CE E CAE ____ LS ____ TC ____
COE ____ OM ____ SA ____ CC ____
CA ____ FE ____
CAM ____ MA ____
CP ____ QCS ____
EEO ____ FILE ____

RECEIVED
JUN 14 1984
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 6-3	
MONDAY 4	
TUESDAY 5	
WEDNESDAY 6	
THURSDAY 7	Job inspection done by Bob Miles, Tillamook County; John H Quiner, II, OBEC Maurie Holst, Aubrey Mountain Construction Leland Holst, " " " and Lee C. White, OBEC
FRIDAY 8	
SATURDAY 9	

REMARKS

Status: Job complete except for minor cleanup.
Patch on A.C.

Next week: Patching to be done, dependent on weather conditions.

SIGNED Jerry E. Bishop for LOCATION Tillamook
Lee C. White, OBEC Constr. Supervisor

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

9705

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Nestucca River (Johnson) Bridge Section		WEEK ENDING: 6-2-84
		SECTION PREFIX: 529-1014
HIGHWAY: FAS-A722 Beaver Blaine Road		COUNTY: Tillamook
NAME OF JOB:	KIND OF WORK: Grading, Paving, and Structure	
CONTRACTOR: Aubrey Mountain Construction	CONTRACT NUMBER: 9705	FEDERAL AID PROJECT NUMBER: BRS-A722 (2)
DATE OF CONTRACT: 8-22-84	DATE WORK STARTED: 9-27-84	ESTIMATED COMPLETION DATE: 6-2-84 Phase 2
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 150/300	CALENDAR DAYS USED 268
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 89%
PROJECT AUTHORIZATION: $324,343.85		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 98%
EXCLUSIVE OF ENGINEERING: $298,624.95	ENGINEERING AUTHORIZATION $49,500.00	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $287,300.00	ENGINEERING COST TO DATE $48,765.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 89%
ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %	PERCENT OF AUTHORIZATION 99 %	DATE PROJECT WAS COMPLETED: 6-2-84

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100%		100%	100%	100% Agg. Base 100%			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	500 CY	400 ton			380 ton
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	455 CY	484 ton			327 ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

Post-hole auger truck, post-hole driver truck, flatbed truck, pickup truck, misc. tools.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	11391A							
PERCENT	100%							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 5-27	clear	1		
MONDAY 28	clear	1		
TUESDAY 29	clear	1		
WEDNESDAY 30	scatt. showers	1		
THURSDAY 31	partly clear	1		
FRIDAY 6-1	partly clear	1		
SATURDAY 2	fair	1		

RECEIVED
JUN 4 1984
CONSTRUCTION SECTION

CE ... CAE ... LS ... TC ...
COE ... OM ... SA ... CC ...
CA ... FE ...
CAM ... MA ...
CP ... QCS ...
LEO ... FILE ...

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 5-27	Erecting guardrail.
MONDAY 28	Erecting guardrail.
TUESDAY 29	Completed setting guardrail posts and hanging guardrail. Building fence.
WEDNESDAY 30	Laying A.C. and transitionaries at station 7+81.
THURSDAY 31	No activity.
FRIDAY 6-1	No activity.
SATURDAY 2	Completed guardrail and fence, by Pacific Northwest Guardrail.

REMARKS

Status: Project ready for inspection based on completion of guardrail and fence 6-2-84.

Next week: Cleaning up around jobsite.

SIGNED Robert L Wilson LOCATION Tillamook

Lee C. White, OBEC Constr. Supervisor

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*FZ16

9705

529-1984

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

11-7-83

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

STATE: Oregon	FEDERAL AID PROJECT NO.: BRS-A722(1)
PROGRAM APPROVED	VOUCHER PERIOD From: 3/31/83 To: 7/19/83

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$42,852.63	$42,852.63	80%	$34,282.10	$34,282.10	$ 0.00

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

Oregon *State Highway Agency*

By Controller *Authorized Officer*

11/7/83 *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $

Amount Approved $

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Nestucca River (Johnson) Bridge Section County Road in Tillamook County					
	Preliminary Engineering Type Code P.E.					
	OBEC Consulting Engineers	All Required			$37,650.00	
	State	All Required			5,202.63	
	Total Participating Cost				$42,852.63	
	Prepared based on Participating Costs as shown on Federal Billing as of 11/10/83.					
	AMOUNT CARRIED FORWARD					

PREFIX GRP FED AID PROJ FL APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
523-1995 1 BHS -B487-001 APPR-114	4,302.00	5,377.34	5,377.34	80.00	4,301.87	4,301.87		
524-1907 1 RRS -A600-001 APPR-138	1,800.00	17.40	17.40	90.00	15.66	15.66		
524-1908 1 BHS -A560-002 APPR-118	60,000.00			80.00				
524-1953 1# RS -A590-001 APPR-075	31,128.70	35,604.06	35,301.31	88.18	31,128.70	31,128.70		
524-1991 1 RS -A599-002 APPR-075	7,492.00	9,583.04	9,941.57	88.15	8,763.49	7,492.00	1,271.49 B	
524-1994 1 HES -A560-001 APPR-141	9,000.00	95.53	95.53	90.00	85.98	85.98		
25-1971 1# RS -B564-002 APPR-075	18,650.36	21,150.33	21,150.33	88.18	18,650.36	18,650.36		
526-1954 1 RS -A662-001 APPR-075	47,170.00	31,369.83	33,317.52	85.77	28,576.44	28,576.44		
526-1955 1# X10 -000C-020 APPR-772	3,766.21	4,430.83	4,430.83	85.00	3,766.21	3,766.21		
526-1956 1 RS -A662-002 APPR-075	6,909.12	7,835.25	7,835.25	88.18	6,909.12	6,909.12		
527-1968 1 RRS -A557-002 APPR-138	1,800.00	933.91	933.91	90.00	840.52	840.52		
527-1369 1# RS -A515-001 APPR-075	17,206.36	19,519.41	19,519.41	88.15	17,206.36	17,206.36		
527-1979 1# RS -A559-001 APPR-075	8,183.75	9,300.50	9,280.73	88.18	8,183.75	8,183.75		
527-1988 1# RS -A549-001 APPR-075	20,204.49	22,920.58	22,920.58	88.15	20,204.49	20,204.49		
528-1961 1# RS -B443-001 APPR-075	14,646.28	16,615.18	16,615.18	88.15	14,646.28	14,646.28		
528-1963 1 RS -B440-001 APPR-075	3,348.00	2,519.15	2,519.15	88.15	2,220.63	2,220.63		
529-1984 1# BRS -A722-001 APPR-114	34,282.10	42,852.63	42,852.63	80.00	34,282.10	34,282.10		
29-1987 1 BROS-2900-004 APPR-114				80.00				
529-1989 1 BRS -A727-003 APPR-118	14,800.00	139.34	139.34	80.00	111.47			111.47
529-1990 1 BRS -A720-001 APPR-118	48,800.00			80.00				
530-1957 1 HES -000S-001 APPR-141	900.00	148.59	148.59	90.00	133.73	133.73		
530-1960 1 RS -B571-002 APPR-075	31,514.00	39,801.22	39,710.84	88.15	35,005.11	31,514.00	3,491.11 B	
530-1978 1 RRS -B573-001 APPR-138	1,800.00	353.03	353.03	90.00	317.73	264.83		52.90
530-1980 1 RRS -B572-001 APPR-138	1,800.00			90.00				
530-1981 1 RRS -B574-002 APPR-138	1,800.00	17.40	17.40	90.00	15.66	15.66		
530-1982 1 RRS -B574-001 APPR-138	1,800.00	17.40	17.40	90.00	15.66	15.66		

DESCRIPTION		PREFIX	FUNCTION	SUB	F.	GP	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
MP 0.4 - MP 2.2	CONT NO	* FA PROJ NOS RS	B440001	100						STATE
	528	1963	296	00	N	9		2.64CR	2,220.63CR	
	528	1963	298	00	N	9		2.64	2,220.63	
	528	1963	901	00	P	1			607.41	
	528	1963	905	00	P	1			729.89	
	528	1963	918	00	P	1			5.23	
	528	1963	920	00	P	1			116.78	
	528	1963	921	00	P	1			999.07	
	528	1963	922	00	P	1			34.14	
	528	1963	932	00	P	1			27.02	
			TOT		P	1			2,519.15	
			** JOB TOTALS **				**	**	2,519.15 **	
STUCCA R(JOHNSON) BR	CONT NO	* FA PROJ NOS BRS	A722001	100						STATE
	529	1984	296	00	N	9	42.20	37,210.65CR	43,986.17CR	
	529	1984	297	00	N	9		7,450.57	9,704.07	
	529	1984	298	00	N	9	42.20CR	29,760.08	34,282.10	
	529	1984	901	00	P	1		53.05	398.10 ✓	
	529	1984	904	00	P	1			37,650.00 ✓	
	529	1984	905	00	P	1		230.52	263.52 ✓	
	529	1984	911	00	P	1		38.26	38.26 ✓	
	529	1984	918	00	P	1	3.10CR		3.10	
	529	1984	920	00	P	1		108.87	225.11	
	529	1984	921	00	P	1	26.96CR	1,185.77	1,185.77	
	529	1984	922	00	P	1		25.50	25.50	
	529	1984	923	00	P	1		40.09	40.09	
	529	1984	926	00	P	1		68.00	2,961.96	
	529	1984	932	00	P	1	22.68CR	46.22	61.22	
			TOT		P	1	52.74CR	1,796.28	42,852.63	
			** JOB TOTALS **				52.74CR**	1,796.28 **	42,852.63 **	
CHANGE TO PREFIX 229-1988	CONT NO	* FA PROJ NOS BROS	2900004	100						STATE
	529	1987	296	00	N	9		1,234.00CR	1,234.00CR	
	529	1987	297	00	N	9		1,234.00	1,234.00	
			** JOB TOTALS **				**	**	**	
UMATILLA SIGNING PRJ #2	CONT NO	FA PROJ NOS HES	000S001	100						STATE
	530	1957	296	00	N	9			133.73CR	
	530	1957	298	00	N	9			133.73	
	530	1957	901	00	P	1			146.09	
	530	1957	923	00	P	1			2.50	
			TOT		P	1			148.59	
			** JOB TOTALS **					**	148.59 **	
BENSEL R&HERMISTON DITCH	CONT NO	* FA PROJ NOS RS	B571002	100						STATE
	530	1960	296	00	N	9			33,807.28CR	

9705

CON 5

DATE: September 20, 1983

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: C. T. Keasey, P.E., P.L.S.
Construction Engineer

SUBJECT: Notification Contract Work Started
Federal-aid Project Number
BRS-A722(2)

Contract 9705, Work Started September 2, 1983

Project Nestucca River (Johnson) Bridge

Highway FAS A722 (Beaver-Blaine Road)

County Tillamook

RDC:mk

cc: R. D. Church

9705 5

September 14, 1983

Aubrey Mtn. Const. Co.
P. O. Box 1048
Oakridge, OR 97463

CON 5
#9705

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 9705 for work on the Nestucca River (Johnson) Bridge Section of FAS A722 (Beaver-Blaine Road) in Tillamook County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc
Encl.

cc: Employers Insurance of Wausau
2000 Westwood Drive
Wausau, WI 54401

bcc: C. T. Keasey
Walt Hart
Robert Church
Jan Peterson
C. O. Fredrickson (contract signature pages attached)
Phil Stearns

HOLST
76700 HIGH PRAIRIE RD. PH. 782-2880
P.O. BOX 692 OAKRIDGE, OREGON 97463

August 15, 1983

Robert W. Gormsen
Commission Services
Department of Transportation
Transportation Building
Salem, OR 97310

Re: Nestucca River #9705
Johnson Bridge

M B E FOR FAS A722
(Beaver-Blaine Road)
Tillamook

Dear Sir:

The Minority Contractor we are useing on this project will be Reese's Minority Construction & Supply Co.,3904 N. E. Union, Portland, OR.

Reese's will sub-contract the following items;

Item					
#1	Mob				$1,000.00
15	Guard Rail Type 2A	Lin Ft.	100	$12.50	1,250.00
16	Guard Rail Type 3	Lin Ft.	100	24.00	2,400.00
17	Guard Rail Anchors Type 1	ea	4	350.00	1,400.00
18	Rail End Pieces Type C	ea	4	85.00	340.00
19	Type 1 Fence	Lin Ft.	145	3.50	507.50
6	Flagmen			23.00	
					$5,897.50

Their Contract will be $5,897.50 + their flagging.

Yours very truly,

Effie Holst

Effie Holst.

CC; Reese's Minority Construction

RECEIVED
AUG 17 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Ray Turner

9705

C

VICTOR ATIYEH
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

August 17, 1983

In Reply Refer to
File No.:

PRO-ACC

Tillamook County Board
of Commissioners
Courthouse
Tillamook, OR 97141

Attn: Mr. Jon Oshel
Director of Public Works

Gentlemen:

On August 11, 1983 the Highway Division received a satisfactory bid from Aubrey Mountain Construction Co., P.O. Box 1048, Oakridge, OR 97463 for the Nestucca R. (Johnson) Br. Section. This is a Highway Bridge Replacement Project No. BRS-A722(2). Based upon the contractor's bid the County's advance deposit will be:

Contractor's Bid	$285,765.50
4 1/2% Contingencies	12,859.90
9% Engineering	25,718.90
Total Construction Cost	$324,343.85
Est. P.E. Cost	56,150.00
	$380,493.85

County Share of Costs is 20% of $380,493.85	$76,098.77
Less County P.E. Advance Deposit	11,230.00
	$64,868.77
By rounding Advance Deposit will be	$64,900.00

It is our understanding that you desire to defer the County's match on this project until September 30, 1984. If this is still your wish would you please sign in the space below and return this letter to us. We will then award the contract.

Very truly yours,

for Gary A. Potter, Manager
Program Section

HR:pf

APPROVED Aug 17 1983
BOARD OF COMMISSIONERS OF TILLAMOOK COUNTY
BY
COMMISSIONER
COMMISSIONER
COMMISSIONER

734-1839

rll 9705

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRS-A722(2)		
2. STATE PROJECT NO. See below		
3. FROM Dale E. Wilken, Division Administrator FHWA - Oregon Division	4. PROGRAM NO.	2A. COUNTY NAME Tillamook
	5. ITEM NO. 30074	

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL 25 '83
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
7/20/83	Secondary A722	County Road

10. GENERAL LOCATION:

Nestucca River (Johnson) Bridge Section

11. GENERAL DESCRIPTION OF WORK

Structure

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Potter's letter of 7/18/83 you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $344,300. Regular Federal-aid matching ratio $275,440 appropriation code 114 and increased Federal share (P.L. 97-424 Section 145) in amount of $68,860 appropriation code 11R in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

I accept the certification of Mr. Rod Henry dated 7/19/83 that provisions of FHPM 7-5-1 have been complied with.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
7/20/83	E Walack	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

CON

STATE OF OREGON

INTEROFFICE MEMO

TO: Gary Potter, Manager
Program Section

DATE: July 19, 1983

FROM: Rod Henry, Assistant
Right of Way Manager

SUBJECT: Right of Way Certification
F. A. Projects
Bid Opening August 11, 1983

Federal-aid Project No. BRS-A722(2) Highway No. 529 County

Federal-aid Project Name Nestucca R. (Johnson) Br.

County Tillamook

I certify that to the best of my knowledge the following statements, as checked, are correct with regard to the right-of-way and relocation for this project:

[ ] No additional right-of-way was acquired. Construction can be accomplished within the existing right-of-way.

[X] Right-of-way was acquired in accordance with current FHWA directives covering acquisition of real property and with the relocation provisions of FHPM 7-5. The State has legal and physical possession or has a right to occupy and use all right-of-way. Occupants have vacated all residential, commercial and farm buildings.

* * * * *

[X] There are no individuals or families to be displaced from residential improvements.

[ ] All individuals and families have been relocated to decent, safe, and sanitary housing, or the State has made available to relocatees adequate replacement housing in accordance with the provisions of current FHWA directives.

RH: jr

cc: J. H. Versteeg
Duane Ridings
Don Aman

PROGRAM SECTION
MANAGER GP PROJECT UNIT 5.1
JUL 1 9 1983
MAIL. ASSIST. _____ PROGRAM UNIT _____
REFER TO _____
FOR _____

81-125-1387

7-18-83

OREGON STATE HIGHWAY DIVISION
120 DOT Building
Salem, Oregon 97310

Hi[illegible]ay # 529
Tillamook Co.

Attention: Right-of-way Section

Subject: Federal Aid Project No. BRS-A722(2) Prefix 529-1984

Project Name Nestucca River (Johnson) Br. #11381A

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after Jaunuary 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidential charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

PROGRAM SECTION
MANAGER _____ PROJECT UNIT _____
JUL 19 1983
MAN. ASSIST. _____ PROGRAM UNIT _____
REFER TO _____
FOR _____

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Tillamook, Oregon, this 18th day of July, 1983

[illegible] Public Works

Certified By:

Miguel Wilson
Regional Right-of-Way Supervisor
Date 7/18/83

County of _____

County Judge/Chairman

Darrell Woodward
Commissioner

Commissioner

Instructions: Complete A or B and C.
R/W File No. _____
Rev. 1/81

9700

5

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: OR Project BRS A722(2) Nestucca River (Johnson) Bridge - Tillamook County Bridge Width Waiver

Date: July 15, 1983

From: Division Administrator

Reply to Attn. of: HBR-OR

To: Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division

Mr. Hart's letter of July 14th requests a 28' roadway for the above structure. For the reasons described, we agree that a variation from the AASHTO standard is justified and approve your request.

for Dale E. Wilken

cc:
OSHD (W. Hart, Bridge)
OSHD (G. Potter, Prgm Mgmt)

RECEIVED
STATE HWY ENGR
JUL 18 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

8/4

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 14, 1983

In Reply Refer to
File No.:
DES 23
11381A

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: Walter J. Hart, P.E.
Bridge Engineer

SUBJECT: Nestucca River (Johnson) Bridge Section
Beaver-Blaine Road
County Road 858 FAS A722
Tillamook County
BR 11381A

We request your approval to deviate from AASHTO design standards regarding the roadway width for this structure. The bridge was designed by OBEC Consulting Engineers for Tillamook County. Pre-design consultation among OBEC, ODOT and the County resulted in an agreement that a 28-foot roadway width would be adequate for this particular section of highway. The "1969 AASHTO Geometric Standards for Highways other than Freeways" would require a total roadway width of 32 feet. The ADT for this highway is 400. The existing approach roadway is 26 feet wide consisting of a 22-foot paved roadway with 2-foot gravel shoulders. The County has no plans to widen this highway in the foreseeable future.

A bridge approximately 2.4 miles west of this site was constructed in 1969 and has a 21.8-foot roadway. Another bridge approximately 1.3 miles east of the site was constructed in 1971 and has a 27.5-foot roadway.

Redesign of this structure at this point would be costly and would require the acquisition of additional right of way. This would result in postponment of the project until next season. Because of the low traffic volume, the narrow approach roadway and the proximity of recently constructed bridges with lesser roadways, we ask your approval of a 28-foot roadway for this structure.

OMP:jrb

cc: Phil Stearns
Lou Pierce, OBEC
John Oshel, Tillamook County Engineer

Form 734-3122

9705

Section Nestucca River (Johnson) Bridge Programming Estimate $ _____

Highway FAS A72 (Beaver-Blaine Rd) Project Length _____

County Tillamook 7-12-83 Completion Time 300 C D

Kind of Work Grading Paving & Struct. Est. Comp. Date 7-24-84

Prefix 529-1984-921 Letting Date _____ Project No. BRS-A722(2)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 303,394.00

Anticipated Additional Items:

Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished _____		
Roadside Seeding & Mulching		
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x _____ hrs.)		
State Responsibility for Damages		
Signal Controller Testing		
"OPTICOM" Testing		
Bikeway Signs		
Bikeway Striping & Legend		
_____		
_____		
_____		
_____		
_____		
Adjust Utilities:		
_____		
_____		
		$ _____
Subtotal		$ 303,394.00
Contingencies (4-1/2%)		13 652.73
Engineering (8, (9) 10%)		27 305.46
Subtotal		$ 344 352.19
Credit for _____		_____
Estimated Net Authorization, Construction		$ 344,352.19

APPROVED

Co share = $68,870
Steams says OK 7-12-83

_____
Road Design Engineer

Rev. 11/81

ENGINEER'S ESTIMATE

Item No.	Item	Unit	Quantity	Unit Price (In Figures)	Total Price (In Figures)
1.	Mobilization	L.S.	All	Lump Sum	$ 28,000
2.	Temporary Protection & Direction of Traffic	L.S.	All	Lump Sum	$ 1,500
3.	Temporary Signs	S.F.	260	$ 5.00	$ 1,300
4.	Temporary Continuous Rail Traffic Barrier, Reflectorized	L.F.	1081	$ 6.00	$ 6,486
5.	Temporary Traffic Signal Installation	Each	1	$ 25,000.00	$ 25,000
6.	Flagmen	Hour	50	$ 10.00	$ 500
7.	Detour Bridge Installation	L.S.	All	$ 35,000.00	$ 35,000
	ROADWORK				
8.	Clearing and Grubbing	L.S.	All	Lump Sum	$ 500
9.	Removal of Structures and Obstructions	L.S.	All	Lump Sum	$ 3,000
10.	Embankment in Place	C.Y.	550	$ 8.00	$ 4,400
11.	1"-0 Aggregate Base	Ton	400	$ 8.00	$ 3,200
12.	Class "B" or "C" Asphalt Concrete	Ton	380	$ 40.00	$ 15,200
13.	10" Culvert Pipe	L.F.	22	$ 15.00	$ 330

COST ANALYSIS UNIT. 6-27-83 BW
THIS ENGINEERING ESTIMATE IS PRICED FOR
BID LETTING 7-28-83

RECEIVED
COST ANALYSIS
JUN 24 1983
☐ CE ☐ CES ☐ CAS ☐ CT

Item No.	Item	Unit	Quantity	Unit Price (In Figures)	Total Price (In Figures)
14.	Concrete Inlet, Type "G-2"	Each	1	$ 500.00	$ ~~1~~ 500
15.	Guard Rail, Type 2A	L.F.	100	$ 14.00	$ 1,400
16.	Guard Rail, Type 3	L.F.	100	$ 25.00	$ 2,500
17.	Guard Rail Anchors, Type 1	Each	4	$ 300.00 ~~350.00~~	$ 1200.00 ~~1400~~
~~18.~~	~~Extra for Guard Rail Bridge Connections~~	~~Each~~	~~4~~	~~$ 300.00~~	~~$ 1,200~~
19.	Rail End Pieces, Type C	Each	4	$ 80.00 ~~75.00~~	$ 320.0 ~~300~~
20.	Type 1 Fence	L.F.	145	$ 5.00 ~~20.00~~	$ 725.00 ~~2900~~
21.	Extra for Asphalt Approaches	Each	6 ~~2~~	$ 175.00 ~~300.00~~	$ 1050.00 ~~350.00~~ ~~600~~
22.	Drainage Curb	L.F.	27	$ 4.00 ~~2.00~~	$ 108.0 ~~54~~
23.	Loose Riprap, Class 1200	C.Y.	360	$ 25.00	$ 9000

STRUCTURE

24.	Bridge Removal Work	L.S.	All	Lump Sum	$ 4,000
25.	Shoring, Cribbing, Etc.	L.S.	All	Lump Sum	$ 500
26.	Structure Excavation	C.Y.	170	$ 12.00	$ 2040
27.	Special Backfill	C.Y.	50	$ 20.00	$ 1,000
28.	Furnish Pile Driving Equipment	L.S.	All	Lump Sum	$ 6,000
29.	Furnish HP10x42 Steel Piling w/Reinf. Tips	L.F.	240	$ 15.00	$ 3600
30.	Drive Steel Piles	L.F.	240	$ 2.00	$,480
31.	Furnish Pile Drilling Equipment	L.S.	All	Lump Sum	$ 2,500
32.	Furnish Cast-in-Place Concrete Piles	L.F.	100	$ 50.00	$ 5,000
33.	Structural Concrete, Class 3300	C.Y.	97	$ ~~2~~ 225.00	$ 21,825

Item No.	Item	Unit	Quantity	Unit Price (In Figures)	Total Price (In Figures)
34.	135' Deck Bulb-Tee Prestressed Beams	Each	6	$ 18,230.00	$ 109,380
35.	Reinforcement	Lbs.	13,000	$ .45	$ 5850

303 394 00
~~303,894 00~~

TOTAL ESTIMATE $ ~~306,445~~

9705

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project BRS-A722(2)
Nestucca River (Johnson) Bridge Section
Tillamook County

Date: July 7, 1983

From: Division Administrator

Reply to Attn. of: HBR-OR

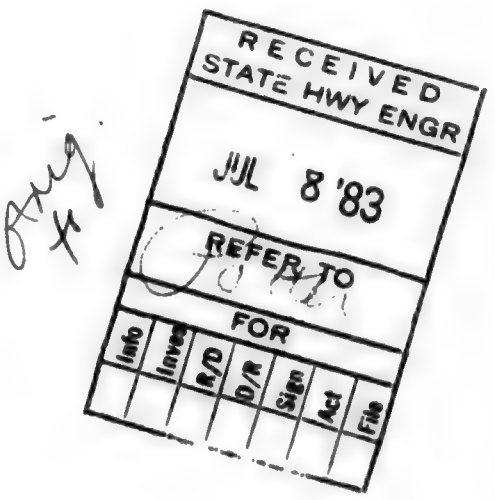
To: Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division

Att: Mr. Gary Potter

Please note the bridge width requested for construction in the PR-1 does not agree with the Project Prospectus or the AASHTO Geometric Design Standard for Highways Other than Freeways 1969. Please revise the bridge width to meet Federal-aid regulations.

For Dale E. Wilken

cc: .
OSHD (W. J. Hart, Bridge)



STATE OF OREGON

Highway Division - Region II

529-1984

INTEROFFICE MEMO

378-2626

TO: G. A. Potter, Manager
PROGRAM SECTION

DATE: July 6, 1983

FROM: Phillip O. Stearns
REGION 2 FEDERAL AID SPECIALIST

MISC. CONTRACTS and AGREEMENTS No. 9249

SUBJECT: Nestucca River (Johnson) Bridge
Nestucca Road FAS A722
Tillamook County

Enclosed are three copies of the Consultant Agreement for construction engineering on the subject project.

Please process the documents through appropriate channels for approval.

POS/rgb
Enclosure

PROGRAM SECTION
MANAGER ___ PROJECT UNIT ___
JUL 8 1983
MAN. ASSIST. ___ PROGRAM UNIT ___
REFER TO Mainer
FOR ___

81-125.1307

1705

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO

Date: July 1, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 30074
Project No. BRS-A722(2)
Nestucca River (Johnson) Bridge Section
Tillamook County

Attached data consists of PR-1 forms with project maps.

It is the Oregon State Highway Division's present intention to receive bids for this project on August 11, 1983 and may request Federal-Aid participation of 100 percent for reimbursement claims paid on or before September 30, 1984, in accordance with Public Law 97-424, Section 145.

DRH:bks
Attachments
cc: C.O. Fredrickson (Region 2)
~~Ken~~ Husby w/att.
General Files

Form 734-3122

Budget Bureau No. 41-R2067; Approval Expi

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-81)

July 1, 1983

U.S. DEPARTMENT
BUREAU OF

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE
2		Co. Rd., Approx. 3.5 mi. E. of Beaver	ADT		----	----	10	Oregon	41

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.
3	One structure								BRS-	A722	(2)

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME	CODE
	Bridge Replacement (Optional 20%-Off-System/On System)	Tillamook	057

NAME OF URBAN AREA: ----

ROUTE NO.	FEDERAL-AID	STATE	U.S.
R	A722	Co. Rd.	----

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS (80%)	STATE FUNDS	OTHER FUNDS (County)
5					PE							
5					ROW							
5					CONST (CODE) X081		"Nestucca River (Johnson) Bridge Section"	0.026	558,000	(11A) 446,400		(11R) 111,600
								0.026	558,000	446,400		111,600

CARD	CODE	PREPARED BY	PROJECT TOTALS
1	1	DRH	

CARD	CODE	PROGRAM APPROVAL DATES
1	14	3-1-83

REMARKS

Additional Data: item No. 30074; project No. BRS-A722(1).

529-1984

USCOMM DOC

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

July 1, 1983

PROJECT LOCATION (45 typewriter spaces): Co. Rd., Approx. 3.5 mi. E. of Beaver

ADT — PRESENT: | FUTURE: ---- | YEAR: ----

REGION: 10

STATE NAME: Oregon — STATE CODE: 41

APPN CODE: 114 11R — ITEM NO.: 30074

PROPOSED WORK (35 typewriter): tructure

NATL. FOREST:

F.A. ROUTE NO.:

SUPV. AGCY:

DA CLASSIF.:

DA AREA:

EMERG. YR.:

PL. AUTH YR.:

PROJECT NUMBER — PREFIX LETTER(S): BRS- | NUMBER: A722 | SEQ. NO.: (2)

For Project Only — POST MI.: | DESIG.:

RAL FUNDS: Bridge Replacement (Optional 20%-Off-System/On System)

AREA: ----

COUNTY NAME: Tillamook — CODE: 057

PROGRAM STAGE: [ ] 1 OR [ ] 2

ROUTE NO. R | FEDERAL-AID: A722 | STATE: Co. Rd. | U.S.: ----

CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS (80%)	STATE FUNDS	OTHER FUNDS (County)	CHARACTER OF PROPOSED WORK (Full description)
	PE								
	ROW								
	CONST (CODE) X081		"Nestucca River (Johnson) Bridge Section"	0.026	558,000	(114) 446,400		(11R) 111,600	
				0.026	558,000	446,400		111,600	

PARED BY: DRH — PROJECT TOTALS

GRAM APPROVAL DATES: 3-1-83

REMARKS:

Additional Data: item No. 30074; project No. BRS-A722(1).

-over

USCOMM DUSCOMM-DC 48908-P61

Nestucca River (Johnson) Bridge Section

Remarks continued:

Project Data: Work consists of 1) construct on existing alignment one prestressed concrete bulb tee beam bridge (#11381A) 135 ft. long with 28 ft. horizontal clearance; 2) construct detour structure and remove existing bridge; 3) construct approach roadways as required; 4) adjust utilities as necessary; 5) install guardrail at ends of the structure; 6) and incidentals common to this type of project.

Maintenance and Accommodation of Utilities: State-County Agreement No. 7826 complying with Section 116, Title 23 USC and paragraph 6D(1) of PPM 30-4.1 (FHPM 6-6-3-2) was executed 3-3-83.

Note: 1) This project is in Congressional District No. 1.
2) The existing bridge has a sufficiency rating of 39.3.

9705

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 24, 1983

In Reply Refer to
File No.:
DES 22

L. F. Pierce, Chief Engineer
OBEC Consulting Engineers
244 Country Club Road
Eugene, OR 97401

RECEIVED
ROAD DESIGN SECTION

Nestucca River (Johnson) Bridge
Project No. BRS-A722(1)
OBEC Project No. 97-16

Dear Mr. Pierce:

I am returning a copy of your special provisions for this project. In them, we have noted some suggested changes in red. The following additions and/or corrections are also proposed:

(a) The preliminary sheets and early sections of the special provisions are missing. Copies of these sections, which you will need to edit, have been enclosed.

(b) Sections 111.11(1), 111.31 and 407 should be considered to conform to the latest special provisions which are enclosed. We prefer to use 110-120 volt power service for flashers, when available, to reduce vandalism.

(c) We do not normally pay "Extra for Guardrail Bridge Connections" on new construction; therefore, we have deleted this from the special provisions and bid items.

(d) It seems that the work under Section 225 Furnishing and Placing Topsoil needs to be more clearly defined. Calling for a minimum depth might take care of this by giving the contractor some idea of what would be required.

(e) We have removed "w/Reinf. Tips" from the bid item "Furnish HP10x42 Steel Piling" to make it a standard bid item. Subsection 503.91 in the note for item (d) states that pile tip reinforcement is paid for under this bid item.

I have also enclosed a copy of the special provisions on the Little River Bridge project as a sample of what order to assemble the special provisions for your current project.

Please make the appropriate revisions to these special provisions and return a reproducible copy (original) to me for printing. To advance this project for a July 28 bid opening, I need your revised special provisions no later than June 28.

If you have any questions, please call me at 378-6385.

Sincerely,

S/ Steve

Stephen H. Macnab, P.E.
Specifications Engineer

SHM:ja

Enc.

bc J. H. Versteeg
Walt Hart
Don Adams
Phil Sterns

9705

File 529-1984 Husby

STATE OF OREGON

INTEROFFICE MEMO

TO: Frank E. Terpin, P.E.
Location Engineer

DATE: June 15, 1983

FROM: Don Thurston
Region Location Supervisor

SUBJECT: Nestucca River (Johnson) Bridge
Nestucca River Road (County A-722)
Tillamook County
Prefix 529-1984

The following are some suggested changes for the subject project:

A. SPECIFICATIONS

1. See pages: 5,6,9,15,16,18 (noted in red)

2. Add Bit Item TOE TRENCH EXCAVATION

B. PLANS

Asphalt to be removed could be scarified and base rock placed on.

Approv. by Hwy Engr 596,000
Field est = 251,785

DT:sr
Attch

RECEIVED
JUN 15 1983
LOCATION
SECTION

to City - County 6-15-83
to Location 6-17-83
to Bike Engr 6-20-83

81.125.1567

Contains Recycled Materials

OBEC CONSULTING ENGINEERS

June 6, 1983

Mr. Phillip O. Stearns
Regional Federal Aid Specialist
P. O. Box 14030
Salem, Oregon 97310

R: Nestucca River (Johnson) Bridge
Project No. BRS-A722(1)
OBEC Project No. 97-16

Dear Phil:

Transmitted with this letter are three (3) sets of blueprints of our drawings for the proposed replacement structure, together with two copies of the draft special provisions for the specifications. These are intended for review by the appropriate departments; and since the project is scheduled for the July 28 bid opening, we would hope that special efforts might be made to expedite the review.

Subsequent to submitting the preliminary design report, it was found to be necessary to add a retaining wall at the downstream right bank corner of the bridge. This will add approximately $7,700 to our preliminary cost estimate of $244,085, for a total of $251,785; this still falls below the $270,000 structure cost shown in the project prospectus dated January 14, 1983.

We will plan to have the completed mylar tracings to your office early in the week of June 20-24.

Very truly yours,

L. F. Pierce
Chief Engineer

LFP:ps
Enclosures

cc: Jon Oshel-Tillamook Co.

REGION LOCATION SUPERVISOR
RECEIVED
JUN - 7 1983
SUPV. ASS'T O.M. CREW

244 COUNTRY CLUB ROAD • EUGENE, OR 97401 • (503) 683-6090

OBEC CONSULTING ENGINEERS

June 13, 1983

Mr. Phillip O. Stearns
Regional Federal Aid Specialist
P. O. Box 14030
Salem, Oregon 97310

Re: Nestucca River (Johnson) Bridge
Project No. BRS-A722(1)
OBEC Project No. 97-16

Dear Mr. Stearns:

Transmitted with this letter are three (3) copies of the revised Drawings 1 of 7 and 3 of 7 for the above project, together with the corresponding changes in the contract specifications. These revisions reflect the results of the foundation investigation recently completed by OSHD, and by a private geotechnical consultant, Kelly/Strazer Associates of Portland.

Prior to submitting the advance plans, the foundation drilling on the west side of the proposed structure indicated a highly fractured, highly weathered basalt underlying the proposed spread footing at Bent 1. Although the basalt was of poor quality, it was still suitable to handle the expected footing pressures. However, through further investigation and analysis, Kelly/Strazer Associates found that the safety factor for slope stability at Bent No. 1 is less than desirable and could fall to an unacceptable level if further erosion of the already steep bank occurres. The expected high water levels and water velocity make it likely that future erosion, though very gradual, may occur. It is not felt that extensive embankment protection is needed at this time nor even in the near future, but we do feel that the integrity of the bridge foundation requires a change in the supporting system at Bent No. 1.

As can be seen on the revised drawings, drilled cast-in-place concrete piling have been substituted for the spread footing. It was felt that the drilled piling could be founded at a depth that would insure the integrity of the structure even if considerable erosion was to occur. The additonal cost to the project would be approximately $2,500.

Also enclosed are two (2) copies of the estimated quantities for above project.

Very truly yours,

Gayle D. Harley, P.E.
Project Engineer

GDH:ps
Enclosures

cc: Jon Oshel

REGION LOCATION SUPERVISOR
RECEIVED
JUN 2 3 1983
SUPV. ASS'T O.M. CREW

244 COUNTRY CLUB ROAD • EUGENE, OR 97401 • (503) 683-6090

SUBJECT TO SUCH CHANGE OR CHANGES AS MAY BE MADE WITH NOTICE TO PLAN HOLDERS BY ADDENDUM LETTER OR LETTERS, THE BID ITEMS AND QUANTITIES TO WHICH THE FOREGOING SPECIFICATIONS AND PROVISIONS APPLY WILL BE AS LISTED IN THE FOLLOWING BID SCHEDULE. THIS BID SCHEDULE IS FOR INFORMATION ONLY AND IS NOT TO BE USED IN BIDDING. THE BID SCHEDULE TO BE USED IN BIDDING IS BOUND IN THE PROPOSAL FORM.

BID SCHEDULE

Item No.	Item	Unit	Quantity	Unit Price (In Figures)	Total Price (In Figures)
1.	Mobilization	L.S.	All	Lump Sum	$_____
2.	Temporary Protection & Direction of Traffic	L.S.	All	Lump Sum	$_____
3.	Temporary Signs	S.F.	240	$_____	$_____
4.	Temporary Continuous Rail Traffic Barrier, Reflectorized	L.F.	1081	$_____	$_____
5.	Temporary Traffic Signal Installation	Each	2	$_____	$_____
6.	Flagmen	Hour	50	$_____	$_____
7.	Detour Bridge Installation	L.S.	All	$_____	$_____
ROADWORK					
8.	Clearing and Grubbing .2 ACRE	L.S.	All	Lump Sum	$_____
9.	Removal of Structures and Obstructions	L.S.	All	Lump Sum	$_____
10.	Embankment in Place	C.Y.	550	$_____	$_____
11.	1"-0 Aggregate Base	Ton	400	$_____	$_____
12.	Class "B" or "C" Asphalt Concrete	Ton	380	$_____	$_____

NESTUCCA RIVER (JOHNSON) BRIDGE SEC.
GRADING, PAVING AND STRUCTURE

Item No.	Item	Unit	Quantity	Unit Price (In Figures)	Total Price (In Figures)
13.	Guard Rail,Type 2A	L.F.	100	$_____	$_____
14.	Guard Rail, Type 3	L.F.	100	$_____	$_____
15.	Guard Rail Anchors, Type 1	Each	4	$_____	$_____
16.	Extra for Guard Rail Bridge Connections	Each	4	$_____	$_____
17.	Rail End Pieces, Type C	Each	4	$_____	$_____
18.	Type 1 Fence	L.F.	145	$_____	$_____
19.	Extra for Asphalt Approaches	Each	2	$_____	$_____
20.	Loose Riprap, Class 1200	C.Y.	360	$_____	$_____
	STRUCTURE				
21.	Bridge Removal Work	L.S.	All	Lump Sum	$_____
22.	Shoring, Cribbing, Etc.	L.S.	All	Lump Sum	$_____
23.	Structure Excavation	C.Y.	170	$_____	$_____
24.	Special Backfill	C.Y.	50	$_____	$_____
25.	Furnish Pile Driving Equipment	L.S.	All	Lump Sum	$_____
26.	Furnish HP10x42 Steel Piling w/Reinf. Tips	L.F.	240	$_____	$_____
27.	Drive Steel Piles	L.F.	240	$_____	$_____
28.	Furnish Pile Drilling Equipment	L.S.	All	Lump Sum	$_____
29.	Furnish Cast-in-Place Concrete Piles	L.F.	100	$_____	$_____
30.	Structural Concrete, Class 3300 (97 c.y.)	L.S.	All	Lump Sum	$_____

NESTUCCA RIVER (JOHNSON) BRIDGE SEC
GRADING, PAVING AND STRUCTUR

Item No.	Item	Unit	Quantity	Unit Price (In Figures)	Total Price (In Figures)
31.	135' Deck Bulb-Tee Prestressed Beams	Each	6	$_____	$_____
32.	Reinforcement (13000 lb)	L.S.	All	Lump Sum	$_____

TOTAL AMOUNT OF BID $_____

AGR

5

STATE OF OREGON

INTEROFFICE MEMO

TO: Virgil Wilson
Region 2 R/W Supervisor

DATE: May 26, 1983

FROM: Adele L. Egan, Supervisor
Right of Way Office Unit

SUBJECT: AGR 227
Nestucca River (Johnson Br.)
Tillamook County
Misc. C&A 7826

MISC. CONTRACTS and AGREEMENTS No. 7826

Attached are two copies of the subject agreement.

Prefix for the project will be 29-8232.

AE
mp
Attach.

cc: Local Gov't Programs, w/c
Finance, w/c
Comm. Serv., w/orig.
Appraisal, w/c

10/14/83
noted in agree book

1705

529-1984

STATE OF OREGON
Highway Division - Region 2

INTE..OFFICE MEMO
378-2626

TO: Gary Potter, Manager
PROGRAM SECTION

DATE: May 19, 1983

FROM: Phillip O. Stearns
REGION 2 FEDERAL AID SPECIALIST

SUBJECT: Nestucca River (Johnson) Bridge
Nestucca River Road FAS A722
Tillamook County

Attached is a letter from Tillamook County Public Works Director Jon Oshel requesting Federal participation in the right of way acquisition for the subject project.

I have discussed estimated costs with Mr. Oshel and Virgil Wilson, Region 2 Right of Way Supervisor, and it appears $6,000 Federal funds will cover the charges.

Please have the necessary paperwork prepared so that upon final design approval the right of way acquisition can be programmed expeditiously with the FHWA.

POS/rgb
Attch.

cc: Jon Oshel
Virgil Wilson

Note: County will not require Federal funds for the Trask River Bridge.

PROGRAM SECTION
MANAGER _____ PROJECT UNIT _____
MAY 1 1983
MAIL ASSIST. _____ PROGRAM UNIT _____
REFER TO _____
FOR _____

81-125-1307

PHONE 842-3511
EXTS. 367 OR 368

TILLAMOOK COUNTY PUBLIC WORKS
503 MAROLF LOOP DRIVE
TILLAMOOK, OREGON 97141

May 11, 1983

Phillip Stearns
Region II, Highway Department
Oregon Department of Transportation
Transportation Building
Salem OR 97310

Re: Johnson Bridge and North Fork Trask River Bridge Projects.

Dear Phil;

Tillamook County would like to have the right-of-way and easement acquisition costs for these projects to be included within the H.B.R. funding.

The Johnson Bridge will require a small parcel for right-of-way, some slope easements and some construction easements. The County is tentatively planning to have the appraisals, negotiations and paperwork done on the Oregon State Highway Department right-of-way section. The surveying, legal descriptions and actual purchases will be done by County forces.

The North Fork Trask Bridge will require a deed over some Oregon State Forestry land. The County will do all of the surveying, legal descriptions, negotiations and paperwork themselves.

Would you please verify if we are eligible for reimbursement for this work? If we need to complete any applications, please let us know. Time is of the essence, so please let us know as soon as possible so we can start work.

If you need any additional information, please let me know.

Very Truly Yours,

Jon A. Oshel

Jon A. Oshel, P.E.
Director of Public Works

CC: Board of Commissioners

JAO/ia

9705

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 2

2960 E. STATE STREET, SALEM, OREGON 97310 PHONE 378-2626
April 7, 1983

Jon Oshel
DIRECTOR OF PUBLIC WORKS
P.O. Box 113
Tillamook, OR 97141

SUBJECT: Nestucca River (Johnson)
Bridge Section
Nestucca River Road FAS A722

This is to advise you the State Highway Division has received authorization from the Federal Highway Administration for preliminary engineering on subject project effective March 31, 1983.

Please forward one copy of the enclosed Consultant Agreement to Oregon Bridge advising them to proceed with their work. Billings from OBEC should be submitted to you for approval and submittal to this office for processing.

If it appears the authorized amount will be overrun, please submit a request prior to overrunning for additional funds. Prior approval is mandatory for reimbursement.

Phillip O. Stearns
REGION FEDERAL AID SPECIALIST

POS/bah

cc: L.P.U. Ken Hosby

734-1867

PROGRAM MANAGEMENT SECTION
DHM ☐ DES ☐
SHM ☐ MJK ☐ DNH ☒

APR 8 1983

REFERRED TO _____
FOR _____

FILE: PM FA LG.

r11 9755

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: BRS-A722(1)

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 30074

2A. COUNTY NAME: Tillamook

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 3/31/83

8. FEDERAL ROUTE NUMBER: Secondary 722

9. STATE ROUTE NUMBER: County Road

10. GENERAL LOCATION:

Nestucca River (Johnson) Bridge Section

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including archeological salvage and utility preparatory work TEC $56,150 F.F $44,920
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's PEA dated 3/17/83

RECEIVED
STATE HWY ENGR
APR 6 '83
REFER TO
Potter
FOR
Info | Invest | R/D | D/R | Sign | Act | File
Dwight 4/6

14. DATE: 3/31/83

15. SIGNATURE OF APPROVING OFFICIAL: D. K. Swan

16. TITLE: for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

March 18, 1983

Robert Miles
Tillamook Conty Roadmaster
P.O. Box 113
Tillamook, OR 97141

Dear Mr. Miles:

We have submitted a program to the Federal Highway Administration for the preliminary engineering phase of the Nestucca River (Johnson) Bridge (#11381A) replacement project in Tillamook County.

As described in our Agreement No. 7826, the County should now submit an advance deposit for its share of the preliminary engineering cost:

Estimated P.E. Cost	$56,150
Less: 80% Federal Funds	(44,920)
COUNTY SHARE & ADVANCE DEPOSIT	$11,230

Please sumbit your P.E. advance deposit in the amount of $11,230, so that your consultant may begin work. You may use one of the three options for payment described in the attachment.

Pete Gonzalez says Rec'd 3-28-83 but no power of attorney yet.

Very truly yours,

D. E. Swan, P.E., P.L.S.
Acting Program Section Manager

KEH:blm
Attachment

bcc w/AD #83-13: Phil Stearns, Region 2
Vern Skoog - Please RETURN completed AD #83-13 when advance deposit is received.

9705

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration
Salem, Oregon 97301

OREGON DEPT. OF TRANSP ATION-HIGHWAY DIVISION
ADDENDUM TO LOCATION PROSPECTUS AND
3-17-83 REQUEST FOR FEDERAL AID
PRELIMINARY ENGINEERING AUTHORIZATION

PROJECT LOCATION	APPN CODE	ITEM NO.	PROJECT NO.	ROUTE NO. FED. S	ROUTE NO. STATE
Co. Rd., approx. 3.5 mi. E. of Beaver "Nestucca Riv. (Johnson) Bridge Section"	114	30074	BRS-A722(1)	A722	Co. Rd.

Access Control None Parking Restrictions None System Revision None

Airports (within 2 Mi.) None ROW 40' normal

Water Development None Recreation & Historical Areas None

County Tillamook Code 057

A-95 Review:

State Cl. Ho. ..... Exempt___ Date Approved 3-8-83 OR 830210-053-2

Dist. 1 Cl. Ho. ..... Exempt___ Date Approved 3-8-83 No Reply___

Project Environmental Assessment: FHWA Concurrence Dated 2-22-83

1-EIS ____ 2-Categorical Exclusion X 3-Draft Assessment & FONSI ____

Notes: (1) Project in Congressional District 1.

(2) _____

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

X All Phases
___All Phases thru Final Envir. Document
X Incl. Archeological Salvage
X " Util. Preparatory Work
___ " R.R. Preparatory Work

Est. Proj. Cost:

	TEC NTE	$ 56,150
80%	FF	$ 44,920
	STATE	$ --
	Co.	$ 11,230

For PR-37:

Field Phase	$
PS&E Phase	$

REMARKS: (1) Enclosed is authority for survey and project maps.
(2) P.E. being accomplished by consultant with review by State forces.
(3) On approved bridge replacement inventory list with sufficiency rating of 39.3

CL:lb

DATE	SIGNATURE OF REQUESTING OFFICIAL	TITLE
3-17-83	D. E. Swan, P.E.	Acting Program Section Manager

9150

5

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.: PRO 6-2

DATE: March 17, 1983

TO: Executive Department
Federal-Aid Coordination Unit

FROM:
D. E. Swan, P.E.
Acting Program Section Manager

SUBJECT: Federal-Aid Funding Application

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for federal-aid funding of the following:

Item No.	Project No.	Section Name & PNRS No.
30074	BRS-A722(1)	Nestucca River (Johnson Bridge) PNRS # 830210-053-2

CL:lb

Enc.

cc Dale E. Wilken
General Files

Form 734-3122

9705

5

March 14, 1983

Tillamook County Board of Commissioners
Tillamook County
Courthouse
Tillamook, OR 97141

AGR

Attention: June Wagner
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 2826

Gentlemen:

Attached for your files is a fully executed copy of an agreement to construct the Nestucca River (Johnson) Bridge Section of the Nestucca River Road.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

Attachment

fkn:ah
bc: Don Harwell (agreement attached)

9725

S

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

RECEIVED
STATE HWY ENGR
MAR 24 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage St. N.E.
Salem, Oregon 97310, Phone: 378-3732
Toll Free Number - 1-800-452-7813

cc: Dale E. Wilken
H.S. Coulter
F.E. Terpin
J.B. Boyd
J.H. Versteeg
Gary Potter
W.J. Hart
Aeronautics Div.
D.J. Tindall
Reg. Engr. (2)
Dis. Engr. (1)

CONCLUSIONS

NOTED
H.S. COULTER

APPLICANT: Ore. DOT, Highway Division

PROJECT TITLE: Nestucca River (Johnson Bridge)

DATE: March 8, 1983

The State has reviewed your project and reached the following conclusions:

[X] No significant conflict with the plans, policies or programs of state government have been identified.

[X] Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

[ ] Potential conflicts with the plans and programs of state government:

[ ] may exist.

[ ] have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

[ ] have been satisfactorily resolved. No significant issues remain.

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95.

Comments of appropriate local review agencies will be submitted to you separately and must also be included.

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

OR 830210-055-2

This number should be used on all correspondence and particularly on SF-424 as required by OMB A-95.

Kay L. Wilcox
A-95 Coordinator

PNRS #3
Revised 8/82
Attachment

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon 97310
Phone: 378-3732

FEB 16 1983

RECEIVED
FEB 15 1983
DIVISION OF STATE LANDS

PNRS STATE REVIEW

Project #: OR 830210-053-2 Return Date: MAR -4 1983

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

(✓) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By Elizabeth Hook

PNRS #2 Phone Number 8-3059

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE
Salem, Oregon 97310, Phone: 378-3732

STATE A-95 REVIEW ADDENDUM

APPLICANT: Ore. Dept. of Transportation, Highway Division

PROJECT TITLE: Nestuccs River (Johnson Bridge)

PNRS #: OR830210-053-2

DATE: March 9, 1983

The State Clearinghouse has received additional comments from

Fish and Wildlife

subsequent to our conclusion letter of March 8, 1983

please see copy (ies) attached for your attention.

Additional Clearinghouse comments:

(X) Please consider this letter and enclosure(s) an addendum to our previous letter.

(X) A copy of this letter and enclosure(s) should be forwarded to the federal funding agency as required by OMB A-95.

If you have questions please contact the State Clearinghouse at the above address and telephone number.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

PNRS STATE REVIEW

MAR 08 1983

Project #: OR 830210-053-2

Return Date: MAR - 4 1983

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

(X) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

1. Instream work such as pier construction, footing placement, excavation, etc., should be isolated to avoid excessive turbidities and leaching of fresh cement into river.

2. Soil disturbance on streambanks should be minimized and erosion controlled. Revegetation required.

For additional information or assistance contact: Dave Heckeroth, ODFW
6220 Blimp Blvd.
Tillamook, OR 97141
842-2741

Agency Fish & Wildlife By Tony Faast

PNRS #2 Phone Number 229-5679

STATE OF OREGON
HIGHWAY ACCOUNTING - 8-6578
External Audit Unit - 8-2878

INTEROFFICE MEMO

FILE: ACC 5-4 XAGR

TO: D. E. Swan, Acting Manager
PROGRAM MANAGEMENT SECTION

DATE: February 28, 1983

FROM: Vernon E. Skoog
Controller

SUBJECT: Pre-award Evaluation
OBEC Consulting Engineering
Nestucca River (Johnson) Br.
FAP BRS-A722

Your memo dated February 10, 1983, requested that we perform a pre-award evaluation on the proposal submitted by OBEC, as required by federal and state procurement procedures.

On February 18, 1983, we received the "Statement of Direct Costs and Overhead Costs" of OBEC for the year ended May 31, 1982, which was prepared by their CPA R. Keith Allen. This statement supercedes the statement included in Exhibit A (P. 1 of 3) of this proposal, and the new adjusted overhead percentage of .9727[1] should be utilized in computing the estimated overhead costs[2] (P. 3 of 3); which results in a reduction of $276.94 in the estimated overhead costs as follows:

$ 15,568.06[2]	(.9727 x $16,005)
(15,845.00)	included in proposal
$ (276.94)	Difference

Therefore, the total estimated costs should be reduced from $37,924.00 to $37,647.06. Accordingly, we recommend that the lump sum be reduced to $37,650.00.

We recommend approval of this agreement contingent upon the incorporation of these changes.

---

[1]

$454,658.00	Overhead costs
(2,599.00)	Interest (ineligible overhead costs)
$452,059.00	Eligible overhead costs
÷464,757.00	Direct costs
.9727	Adjusted overhead percentage.

KLJ:njl

PROGRAM MANAGEMENT SECTION
DHM ☐ DES ☐
SHM ☐ MJK ☐ DNH ☐

MAR 1 1983

REFERRED TO _____
FOR _____
FILE: PM FA LG.

81-125-1387

Contains Recycled Materials

1705

5

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
ENV 3

February 14, 1983

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97310

RE: Project Classification
Nestucca River (Johnson) Bridge
Nestucca River Road
Tillamook County
BRS-A722(-)

Dear Mr. Wilken:

Attached is a project environmental classification for the subject project. It is our opinion that the project is appropriately classified as Class II, Categorical Exclusion, according to the 1978 Council on Environmental Quality guidelines. Your concurrence is requested.

Very truly yours,

Gary A. Potter, Manager
Environmental Section

GAP:lb

Attachments (4)

cc: U.S. Coast Guard, 13th District, ATTN: John Mikesell w/attach

CONCUR

for Division Administrator — Date 2/22/83

FHWA OREGON DIVISION

ENVIRONMENTAL SECTION
February 23, 1983

cc: J. B. Boyd
J. H. Versteeg
Keats Oliver
L. E. George
D. E. Swan
W. J. Hart
C. T. Keasey
F. E. Terpin
Local Programs Unit w/attach
Phil Lewellyn
Surfacing Design
General Files
C. O. Frederickson
Mike Schultz
~~William Fretwell~~
Eldon Everton
Don Keyes

RECEIVED
FEB 16 1983
OREGON DIVISION

Form 734-3122

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION

Nestucca River (Johnson) Bridge

REGION

2

ESTIMATED RIGHT-OF-WAY IMPACTS

The replacement of the existing bridge will require construction of the new road approaches just north of the existing bridge. This will require the acquisition of 0.5 acres of right-of-way.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

The right-of-way required for this project is presently grazing land for a dairy farm.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

The existing timber structure must be replaced. It presently has a ten-ton load limit. This highway serves dairy farms and state and federal forest lands.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

The bridge footings and approaches are well above the high water mark of the river channel. The Nestucca River is a major coastal fishery and spawning area for several species of salmon and trout.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

The structures ten-ton load limit is preventing Tillamook County's timber industry from using a major county transportation route.

RECOMMENDED PROJECT CLASSIFICATION

- ☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)
- ☒ CLASS 2 (CATEGORICAL EXCLUSION)
- ☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

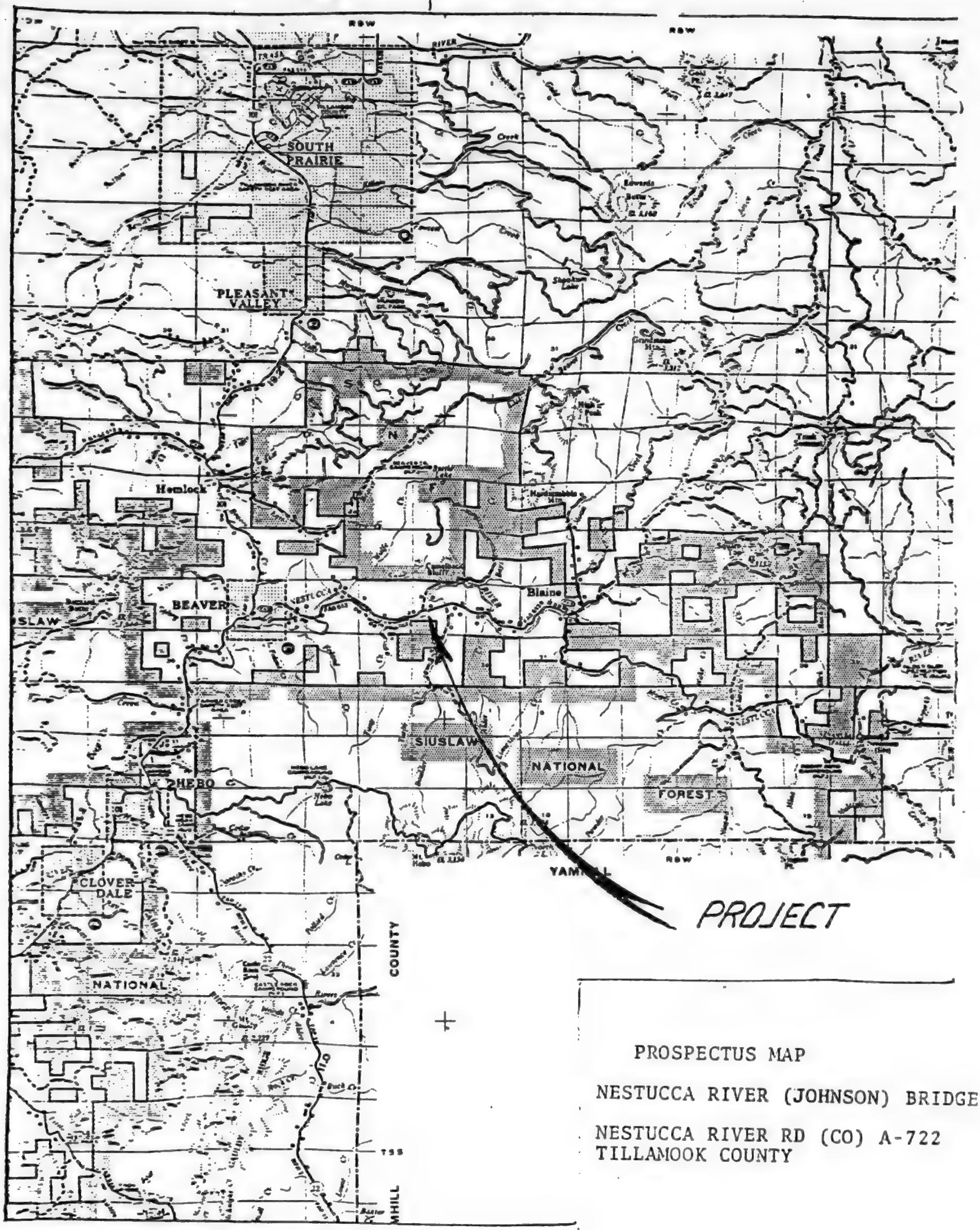
Bridge replacement work can be accomplished without significant impacts to the natural or human environment. Right-of-way needs are minor, and impacts resulting from construction will be temporary.

OTHER DOCUMENTATION

Cultural resource survey
Coast Guard permit
Corps of Engineers 404 permit
Division of State Lands Fill permit

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X Michael K. Schultz	378-2626	

734-1913 (7-82)



PROSPECTUS MAP

NESTUCCA RIVER (JOHNSON) BRIDGE

NESTUCCA RIVER RD (CO) A-722
TILLAMOOK COUNTY

9705

R. KEITH ALLEN
CERTIFIED PUBLIC ACCOUNTANT

71 CENTENNIAL LOOP, SUITE A
TELEPHONE 503-345-0306
EUGENE, OREGON 97401

February 10, 1983

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

ATTENTION: ~~DETMAR~~ W. JONES, STAFF AUDITOR

Ken J.

At the request of Oregon Bridge Engineering Co., I am enclosing a statement of direct costs and overhead costs for that company for the year ended May 31, 1982 in order to bring your file up to date. The enclosed schedule is in the same form as prior years.

If there are any questions or if you need any additional information regarding this statement, please feel free to contact me at any time.

Sincerely,

R. Keith Allen

RKA:pb
Enclosure
cc: Mr. Wallace A. Palmateer
Oregon Bridge Engineering Co.

2-14-83

NOTED
V.E. SMOOG

RECEIVED
FEB 18 1983
HIGHWAY ACCOUNTING

R. KEITH ALLEN
CERTIFIED PUBLIC ACCOUNTANT

71 CENTENNIAL LOOP, SUITE A
TELEPHONE 503-345-0306
EUGENE, OREGON 97401

February 10, 1983

Oregon Bridge Engineering Co.
Eugene, Oregon

I have reviewed the accompanying statement of direct costs and overhead costs of Oregon Bridge Engineering Co. for the year ended May 31, 1982 in accordance with standards established by the American Institute of Certified Public Accountants. All information included in this statement is the representation of the management of Oregon Bridge Engineering Co.

A review consists principally of inquiries of company personnel and analytical procedures applied to financial data. It is substantially less in scope than an examination in accordance with generally accepted auditing standards, the objective of which is the expression of an opinion regarding the financial statements taken as a whole. Accordingly, I do not express such an opinion.

Based on our review, I am not aware of any material modifications that should be made to the accompanying statement in order for it to be in conformity with generally accepted accounting principles.

R. Keith Allen
Certified Public Accountant

OREGON BRIDGE ENGINEERING CO.

STATEMENT OF DIRECT COSTS AND OVERHEAD COSTS

For The Year Ended May 31, 1982
(See Accountant's Review Report)

DIRECT COSTS	
Salaries and payroll taxes	$403,938
Outside services	44,456
Blue printing	1,584
Job travel	958
Travel, entertainment and promotion	13,821
Total	$464,757
OVERHEAD COSTS	
Administrative and office salaries and payroll taxes	$218,372
Employee education	1,389
Auto expense	27,064
Travel, entertainment and promotion	11,848
Transportation repairs and maintenance	1,329
Office rent	85,495
Telephone	7,230
Utilities	4,156
Equipment rental	2,519
Office and engineering supplies	16,108
Legal and accounting	7,551
Dues and subscriptions	2,988
Contribution to profit sharing	5,000
Interest	2,599
General insurance	27,053
Depreciation	15,852
Miscellaneous	7,924
Pension and profit sharing expenses	10,181
Total	$454,658
PERCENT OF OVERHEAD COSTS TO DIRECT COSTS	97.83%

9705

STATE OF OREGON
Highway Division 378-2626

INTEROFFICE MEMO

TO: D. E. Swan
ACTING PROGRAM SECTION MANAGER

DATE: February 4, 1983

FROM: Phillip O. Stearns
REGION FEDERAL AID SPECIALIST

SUBJECT: Consultant Agreement
Nestucca River (Johnson) Bridge

Herewith are three copies of the Consultant Agreement for subject project. HBR funding was approved January 21, 1983, by H. S. Coulter.

As for the consultant selection procedure, we can refer back to the Scoville and North Fork Trask River consultant agreements. OBEC was selected for six bridges at that time. Johnson Bridge was one of those bridges.

Please expedite the review and approval of the agreement. This structure is in serious condition.

POS/bah
W/Attachment

Contains Recycled Materials

PROGRAM MANAGEMENT SECTION
DHM ☐ DES ☐
SHM ☐ MJK ☐ DNH ☐

FEB 7 1983

REFERRED TO _____
FOR _____

FILE: PM FA LG.

OBEC **CONSULTING ENGINEERS**

February 3, 1983

Mr. Phil Stearns
Regional Federal Aid Engineer
P. O. Box 14030
Salem, Oregon 97310

Re: Johnson Bridge, FAS A722, Nestucca River
OBEC Project No. 97-16

Dear Phil:

Enclosed are three copies of the Consultants Agreement for Preliminary Engineering for your transmission and approval.

We would intend to have the State do the drilling as soon as possible. These costs are not included in our estimate, but your preliminary estimate of $3,500 should be satisfactory.

In our conversations of this day, I again spoke about new temporary repairs to the truss. We are "gluing" the steel channels to the wood as there is insufficient sound wood to make the bolting system viable. It is a nightmare.

Enclosed is an appendix to your annual consultants agreement which extends the agreement through 1983 with no change. You previously have been sent a copy of the annual agreement.

Grease the skids on this job -- we need to let the bridge by late spring so we can use it in the fall.

Very truly yours,

W. A. Palmateer
General Manager

WAP:ps
Enclosures

244 COUNTRY CLUB ROAD • EUGENE, OR 97401 • (503) 683-6090

REGION 2 ENGINEER
RECEIVED
FEB 1 1983
RBE
RLE
ROE
RE
RCE
RME
RTE
RFE
ENV
ULE
GEO
RSO

APPENDIX B

For The Calendar Year 1983

The County and the Engineer agreed to no change in the rates of 2.4 for Design and 2.15 for Construction for Consulting Services.

TILLAMOOK COUNTY

Chairman

OBEC CONSULTING ENGINEERS

General Manager

Date: 2-2-83

1152.

5

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
H.S.COULTER

In Reply Refer to
File No.:

PRO

Date: February 8, 1983

To: Executive Department
Federal-Aid Coordination Unit

Clatsop-Tillamook Intergovernmental
Council
P.O. Box 488
Cannon Beach, OR 97110

From: D.E. Swan, P.E.
Program Control Engineer

Subject: Notice of Intent for Federal-Aid Funds
State Admin. Dist. No. 1
Section: Nestucca River (Johnson) Bridge
Highway: FAS A-722
County: Tillamook

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for Federal-Aid funds on this project to be March 1, 1983.

BLG:bks
Attachments

cc: D.E. Wilken, FHWA
H.S. Coulter ✓
F.E. Terpin
J.B. Boyd (2)
J.H. Versteeg (3)
Gary Potter

W.J. Hart
Reg. 2 Engr.: C.O. Fredrickson
Dis. 1 Engr.: E.L. Everton
Aeronautics Division
David Powers, Parks
D.J. Tindall

RECEIVED
STATE HWY ENGR
FEB 10 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form 734-3122 (2)

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02 [12] APPLICANT: Department of Transportation [45] | [46] DIVISION: Highway [79]

03 [12] APPLICANT ADDRESS STREET: Transportation Building [45] | [46] CITY: Salem [60] | [76] ZIP: 97310 [80]

04 [12] CONTACT PERSON: D.E. Swan [45] | [46] AREA CODE: 503 [48] | [49] PHONE: 378 [55] | [56] EXTENSION: 6565 [59]

01 [12] PROJECT TITLE: Nestucca River (Johnson) Bridge [71]

11 [12] PROJECT LOCATION—CITY: FAS A-722 | PROJECT LOCATION—COUNTY: Tillamook | PROJECT LOCATION [79] SEC: T: R:

05 SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

06 [12] The proposed project is to replace an existing 22 ft., two-lane wooden bridge with a new structure of two 12 ft. lanes and two 4 ft. shoulders immediately [71]

07 [12] upstream. The existing structure is in poor condition and has required [71]

08 [12] repairs. The concrete piers show signs of movement. [71]

09 [12] [71]

10 [12] [71]

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
[12] (A) Grant [19]	[20] (B) Other [27]	[28] (C) State [35]	[36] (D) Local [43]	[44] (E) FUNDS [51]	[52] (F) FUNDS [60]
242,330		16,335	16,335		

13 [12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45] | [46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79]

14 [12] FEDERAL PROGRAM TITLE [71]

15 [12] FEDERAL AGENCY NAME [45] | [46] FEDERAL SUB-AGENCY NAME [79]

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
☐ 12	☐ 13	☐ 14	☐ 15	☐ 16	☐ 17	☐ 18	☐ 19	☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
☐ 21	☐ 22	☐ 23	☐ 24	☐ 25	☐ 26	☐ 27	☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: 2-8-83

(D) REVIEW REQUIRED by A-95 Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT Yes ☒ 33 No ☐ 34

(F) HOUSING RELOCATION REQUIRED Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: [41] MONTH: March [42] | [43] DAY: 1 [44] | [45] YEAR: 1983 [46]

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

D. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

•

IV. Federal Catalog number (or Public Law no. and title)

V. Has funding agency been notified? No ☐ Yes ☒ Date: 2/8/83

VI. If project includes state funds (12C), identify agency Highway Division

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE	STATE SHARE	TOTAL
First Year	%____ $____	%____ $____	%____ $____
Second Year	%____ $____	%____ $____	%____ $____
Third Year	%____ $____	%____ $____	%____ $____

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 2 Project of Categorical Exclusion according to the new environmental quality guidelines.

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Project Classification
Johnson Bridge (Nestucca River)
Blaine Road, Tillamook County

Date: June 2, 1981

From: Division Administrator

Reply to Attn of: HFO.2-OR

To: Mr. G. A. Potter, Manager, Environmental Section, OSHD

The subject project category request submitted with your April 30, 1981, letter has been reviewed.

We concur with your finding that the proposed project should be classified as Category II, categorical exclusion.

The proposed standards, design, and other specific details contained in the project category request will be subject to future reviews at the appropriate stage during project development.

for Dale E. Wilken

cc:
OSHD (E S Hunter, Tech Svcs)
OSHD (C Pietrok, Reg II)

ENVIRONMENTAL SECTION
June 5, 1981

cc: J. B. Boyd (3)
J. H. Versteeg (4)
B. L. Gifford (2)
D. H. Moehring
L. E. George (2)
W. J. Hart
C. T. Keasey
F. E. Terpin
R. H. Prange
Phil Lewellyn
Surfacing Design
C. O. Fredrickson
Chuck Pietrok
William Fretwell

RS-A 722(-)

OREGON STATE HIGHWAY DIVISION
PROJECT CLASSIFICATION

A. Project Identification:

Date April 30, 1981

Section Johnson Bridge (Nestucca River)
City _____ Hwy. No. FAS A-722
Highway Blaine Rd.
Begin M.P. 3.71 Length 0.2 miles
County Tillamook
Program Estimate $275,000
Region II
Funding Source FAS

(Attach Project Location Map)

B. Purpose, Need, and Description of Project (Describe Alternatives):

The proposed project is to replace an existing 22 ft., two-lane wooden bridge with a new structure of two 12 ft. lanes and two 4 ft. shoulders immediately upstream. The existing structure is in poor condition and has required repairs. The concrete piers show signs of movement. Rebuilding the existing bridge is not considered practical or economically effective. The "No Build" option is not practical because of the need to replace the existing, deteriorated bridge.

C. Recommended Project Classification:

Project Class		Documentation
_____	I	Draft and Final EIS
XX	II	Categorical Exclusion
_____	III	Environmental Assessment

Other Documentation:

__ Wetlands Finding	X Noise Study Report
__ Cultural Resource Survey	__ Indirect Source Construction Permit
__ Section 106 Procedures	__ Section 4(f) Determination

Basis for Recommended Classification:

This project is a categorical exclusion according to 23 CFR 711.115; no significant environmental impacts have been identified and right of way requirements are minor.

D. Descriptions:

	Existing Facility	Proposed Facility
Number of Traffic Lanes	2	2
Median (Yes/No)	No	No
Shoulders (Yes/No, Paved/Gravel)	2' gravel	4' gravel
Average Daily Traffic (Volume and Year)	450 (1979)	700 (2000)
Alignment (New, Combined, Existing)		Existing
Speeds (Posted and Estimated)	55	55

(12-15-80)

E. Preliminary Identification of Environmental Impacts:

1. Estimated Right-of-Way Impacts:

Acres	0.2
Estimated Number of Parcels	1
Residential Relocation (No.)	0
Business Relocation (No.)	0

Describe:

Existing right of way width is 40 ft. The new structure will be placed on the upstream side of the old bridge on undeveloped rural land.

2. Estimated Impact on Land Use:

The project site is in a sparsely populated rural area. The effect of relocating the bridge and approach roadway will not be significant.

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety:

No effect on volume, flow, or patterns, other than an improvement in safety which will be afforded by the greater width of the new bridge (32 ft. vs. 22 ft. for existing).

4. Estimated Impact on Rivers, Streams, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:

The new structure will span the stream next to existing bridge so work in the stream is expected to be minimal.

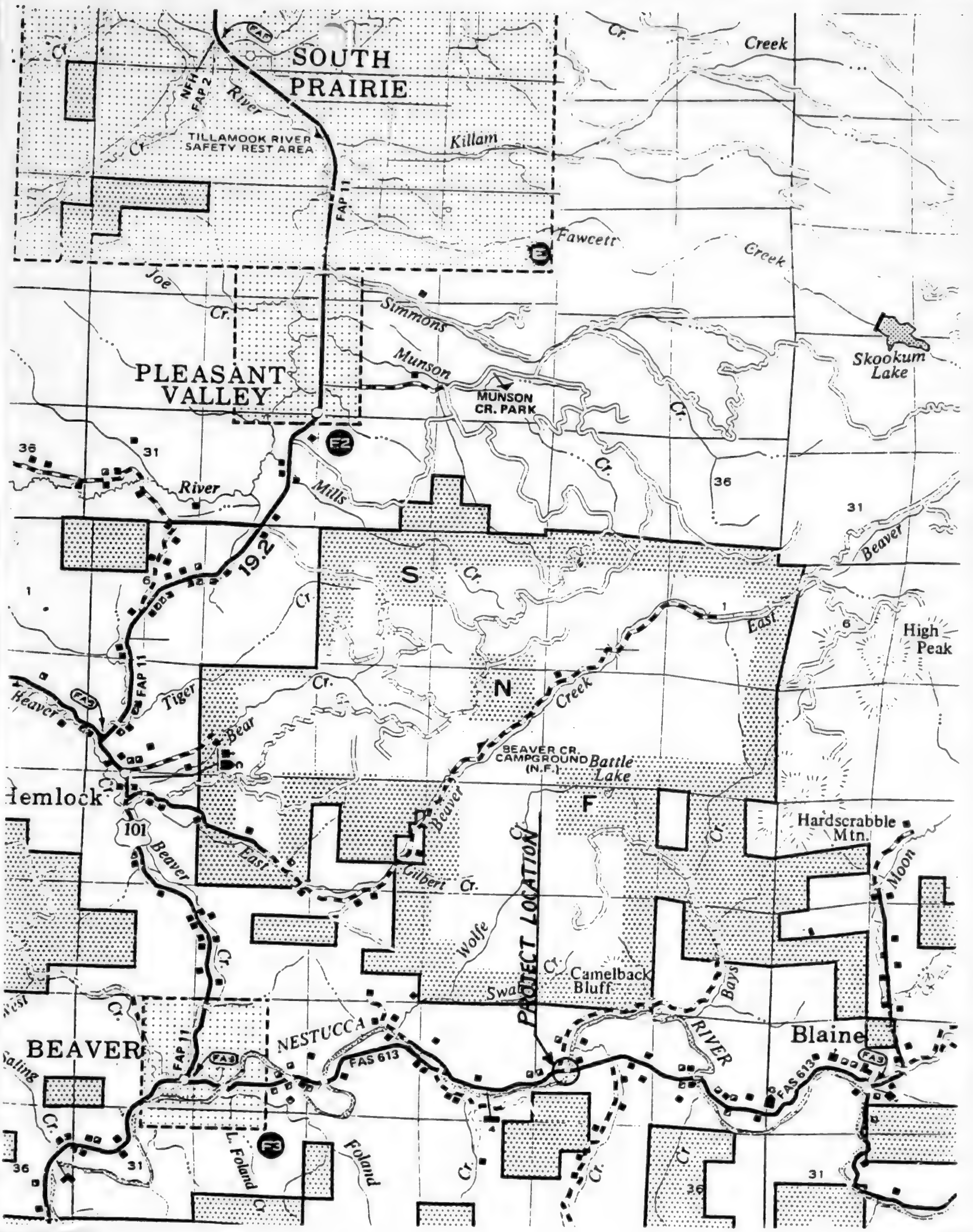
5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:

None identified.

6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:

None identified.

Name of Preparer and Phone Number: Chuck Pietrock, 378-2626


SOUTH PRAIRIE
PLEASANT VALLEY
BEAVER
Hemlock
Blaine
TILLAMOOK RIVER SAFETY REST AREA
MUNSON CR. PARK
BEAVER CR. CAMPGROUND (N.F.)
PROTECT LOCATION
NESTUCCA RIVER
Tillamook River
Killam Creek
Fawcett Creek
Joe Cr.
Simmons Cr.
Munson Cr.
Skookum Lake
Mills Cr.
Beaver Cr.
Tiger Cr.
Bear Cr.
Battle Lake
Gilbert Cr.
Wolfe Cr.
Camelback Bluff
Hardscrabble Mtn.
Moon Cr.
Bays Cr.
Foland Cr.
L. Foland Cr.
Beaver East
Beaver West
Beaver Creek
High Peak
FAP 11
FAP 2
NFH
FAS
FAS 613
101
19.2
F2
S
N
F
36
31
1
6

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
ACC

TO: H. S. Coulter
State Highway Engineer

DATE: January 21, 1983

FROM: Robert N. Bothman
Assistant State Highway Engineer

SUBJECT: Highway Bridge Replacement On-System Project FY 1984
Nestucca River (Johnson) Bridge # 11381A
Blaine Road FAS A722
Tillamook County

Tillamook County requested approval of a $596,300 project to replace the Nestucca River Bridge No. 11381A located at M.P. 3.68 on Blaine Road (FAS A722). The existing timber bowstring arch bridge has deteriorated badly, and presently has a 10-ton load limit.

The proposed project, shown on the attached map, will replace the existing structure with a new bridge on the same alignment. The County's consultant will perform the preliminary and construction engineering. Due to favorable bids received, FY 1982 Highway Bridge Replacement Funds will provide 80 percent of the project financing, with Tillamook County providing the 20 percent local match. Construction is planned for FY 1984.
In Summary:

JURISDICTION	PROPOSED PROJECT	TOTAL EST. COST	FEDERAL FUNDS	COUNTY SHARE	STATE SHARE
Tillamook Co.	Nestucca R. (Johnson) Br. #11381A	$596,300	$477,040	$119,260	$ ---

This project has been investigated and is eligible for HBR funding. I recommend your approval and request you authorize this project under delegated authority.

APPROVED BY:

for State Highway Engineer

Date 1-21-83

NOTED
ROBERT N. BOTHMAN

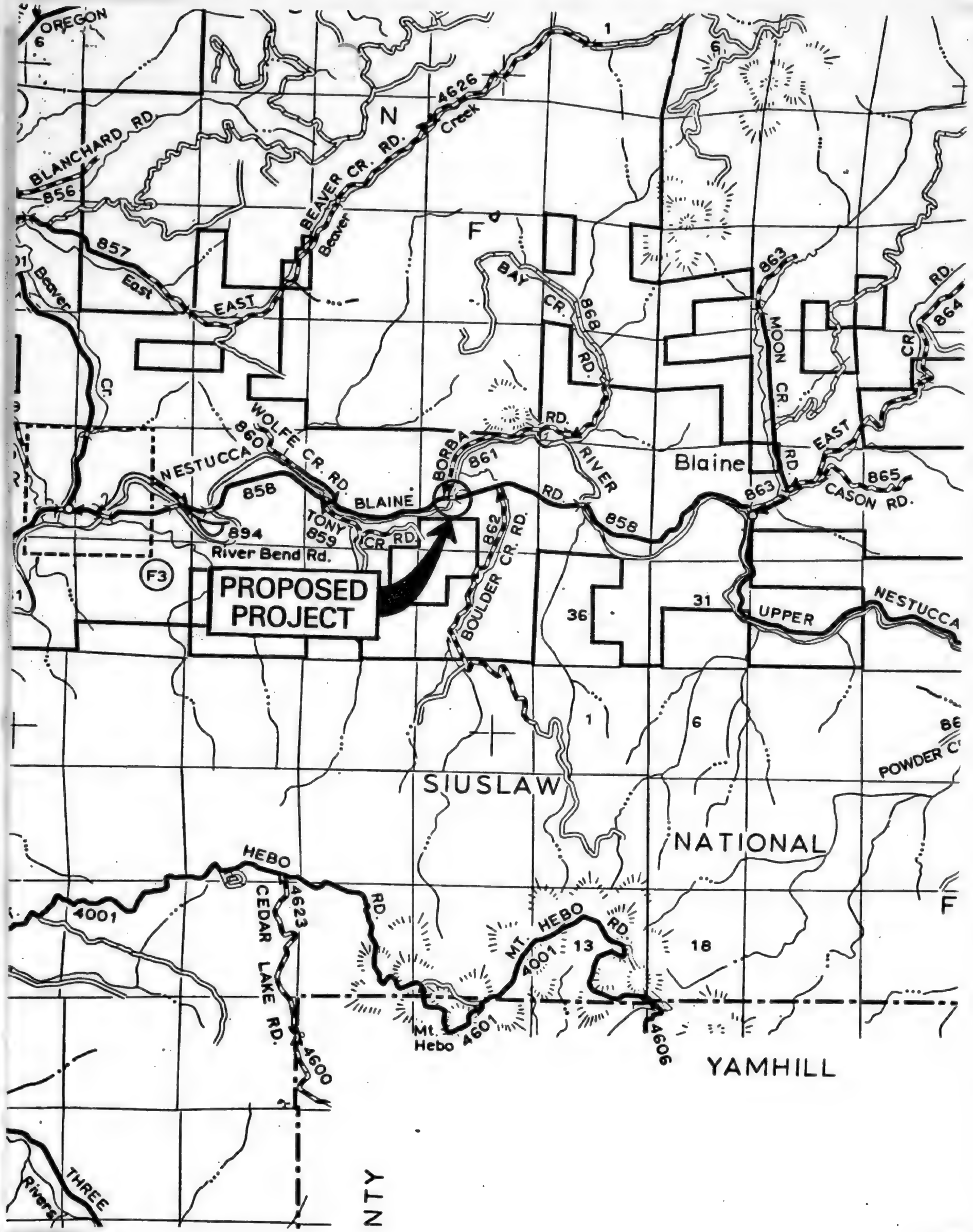
RECEIVED
ASST STATE HWY ENGR
JAN 28 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

KEH: pf
Attachment

D. E. Swan - Please Program and Update PMS.
R. N. Bothman
G. Bell
L. E. George
G. Potter
F. E. Terpin
W. J. Hart
J. B. Boyd
R. Trygstad
Don Adams
Steve Macnab
Ed Johnson, Lab
Don Aman
Region 2:
C. O. Fredrickson
P. Stearns
J. Dixon

RECEIVED
STATE HWY ENGR
JAN 21 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

81-125-1387


OREGON
BLANCHARD RD.
856
857
East
EAST
Beaver
Cr.
BEAVER CR. RD.
Beaver Creek
4626
N
F
BAY CR. RD.
868
863
MOON CR. RD.
CR. RD.
864
WOLFE CR. RD.
860
NESTUCCA
858
BLAINE
BORBA
861
RD.
RIVER RD.
Blaine
EAST RD.
863
865
CASON RD.
858
894
River Bend Rd.
TONY CR. RD.
859
PROPOSED PROJECT
F3
BOULDER CR. RD.
862
36
31
UPPER NESTUCCA
SIUSLAW
NATIONAL
POWDER C
HEBO
4001
CEDAR LAKE RD.
4623
RD.
MT. HEBO RD.
4001
13
18
Mt. Hebo
4601
4606
4600
YAMHILL
NTY
THREE Rivers

PROJECT PROSPECTUS

NRJ0001

PART 4 — SURVEY AUTHORITY

Tillamook County

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION: Nestucca River (Johnson) Bridge

REGION: 2

SURVEY AUTHORITY: Nestucca River Road FAS A722

AUTHORIZATION NO.: 1

PREFIX: 529-1984

DATE: 1-13-83

ITEM		ESTIMATED COST	CURRENT AUTHORIZATION	ITEM		ESTIMATED COST	CURRENT AUTHORIZATION	ITEM		ESTIMATED COST	CURRENT AUTHORIZATION
901	PROJECT MANAGER	$	$ 500	915	AUDITS	$	$ 200	933	SURFACE DESIGN	$	$ 300
902	CITIZEN'S INVOLVEMENT			916	PHOTO-GRAMMETRY			934	GEOLOGY		
903	LOCAL GOVERNMENT		1,000	918	LOCATION		500	935	SOILS		
904	CONSULTANT		~~30,000~~ 37,650	919	ENGINEERING GRAPHICS			936	REGION TRAFFIC		100
905	FINAL DESIGN		3,000	920	PROGRAM MANAGEMENT		300	937	HYDRAULICS		1,500
906	BRIDGE DESIGN		800	921	SPECIFICA-TIONS		2,500	938	REGION ENVIRONMENT		100
907	PRELIMINARY DESIGN			922	ADMIN. SERVICES		100	949	URBAN STUDIES		
909	RIGHT-OF-WAY DESCRIPTION			923	ENVIRONMENTAL SECTION		200	950	TRAINING		
910	REGION GEOLOGIST		3,000	924	D.O.T.			955	R/W RELOC. ASSISTANCE		
911	TRAFFIC SECTION		200	925	AIR MONITORING			960	PERSONAL LEAVE		
912	LANDSCAPE			926	FOUNDATION		3,500	980	PUBLIC HEARING		
9	RIGHT-OF-WAY LIAISON			927	FREE BRIDGE DESIGN						
914	REGION UTIL-ITY LIAISON		500	932	RAILROAD & UTILITIES		200				

TOTALS	$ ~~48,500~~ 56,150	$ ~~48,500~~ 56,150
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER: BRS A722(1)

LOCATION ENGINEER'S REMARKS

Prepare plans, specifications and cost estimate for construction of new structure and approaches and removal of existing structure.

Approved - by Hwy Eng'r 1-21-83 596,600 HBRR

	DATE		DATE
PREPARED BY	1-14-83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	3/3/83
RECOMMENDED, REGION ENGINEER X	1-14-83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	2-28-83
RECOMMENDED, LOCATION ENGINEER X	2/23/83	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	3-31-83

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID #:

SECTION: Nestucca River (Johnson) Bridge # 1138(A

REGION: 2

STATE HIGHWAY #:

HIGHWAY NAME:

MILE POST: FROM TO

LENGTH: 0.2 mi

☐ URBAN
☒ RURAL

CITY:

COUNTY: Tillamook

ROAD/STREET NAME: Nestucca River Rd (Co)

ROUTE #:

FEDERAL AID #: A-722

APPLICANT (IF OTHER THAN STATE): Tillamook County

COST ESTIMATES (000's)

PRELIMINARY ENGINEERING		$ 38.7
RIGHT OF WAY		$ 0
ROADWAY	$ 34.1	
STRUCTURES	$ 270	
SIGNALS	$	
ILLUMINATION	$	
TEMPORARY PROTECTION	$ 14.2	
Remove Extg Br etc	$ 80.0	
40% ENGINEERING & CONTINGENCIES	$ 159.3	
TOTAL CONSTRUCTION		$ 557.6
TOTAL ESTIMATE		$ 596.3

PROJECT DATA

GRADING	(✓)	✓
PAVING	(✓)	✓
STRUCTURES	(✓)	✓
SIGNING	(✓)	✓
SIGNALS	(✓)	
ILLUMINATION	(✓)	
ENVIRONMENTAL CLASS	(1,2,3)	2
DESIGN CATEGORY	(1-7)	7
WORK TYPE	(1-12)	5

RIGHT OF WAY

FILES	(#)	2
ACRES	(#)	0.5
RELOCATIONS	(#)	0

WORK BY STATE/CONSULTANT/APPLICANT

PRELIMINARY ENGINEERING	(S,C,A)	C
CONSTRUCTION ENGINEERING	(S,C,A)	C
RIGHT OF WAY DESCRIPTIONS	(S,C,A)	A
RIGHT OF WAY ACQUISITIONS	(S,C,A)	A

CONSTRUCTION BY

☑ CONTRACT ☐ OTHER
☐ STATE FORCE
☐ CITY FORCE
☐ COUNTY FORCE

FINANCING/PROGRAMMING

RECOMMENDED LETTING DATE (QUARTER/YEAR): 4/84 ASAP

RECOMMENDED FUNDING SOURCE: HBR

RECOMMENDED PROGRAM YEAR:

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	1	1
SIGNALS (#)	0	0
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	460	
YEAR OF AVERAGE DAILY TRAFFIC	1981 from Co	applic

DEFINE THE PROBLEM

Existing timber bowstring arch bridge has deteriorated to the point it must be replaced. Bridge has a 10-ton load limit in effect. This structure serves considerable forest land. A significant State Forest sale would use this route to market.

PROPOSED SOLUTION

Replace the existing structure with a new bridge immediately upstream. Reconstruct new approaches and remove the existing bridge. Investigation may reveal that construction of a detour structure and replacement of the bridge in its present location is less expensive.

REQUESTED, REGION ENGINEER: X B. D. Pedrickson	DATE: 1-14-83			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS: X Kenneth E. Stevens	DATE: 5/3/83			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION: X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

TD4 1011 (7-82)

PROJECT PROSPECTUS

PART 2 – PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: Nestucca River (Johnson) Bridge

REGION: 2

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	S	SIGNS (PERMANENT)	A	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	A	STRIPING (PERMANENT)	A	LANDSCAPING	N	CONDITIONAL USE	A	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	A	CULTURAL RESOURCE	A
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	A	CORPS OF ENGINEERS	A	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	A	ILLUMINATION	N	MATERIAL SOURCE	A	COAST GUARD	N/A	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	C	RR CROSSING	N	DISPOSAL SITE	A	STATE LANDS	A	SECTION 106	N
VICINITY MAP	C	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	A	NOISE STUDY	N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	A	BUILDING	A	SECTION 4(F)	N
HYDRAULIC STUDY	S	RR ENCROACHMENT	N			SIGNALS		OLD (#) / NEW (#)	
						UTILITIES		(LIST BELOW)	

COMPANIES: United -- Telephone
Tillamook Co PUD -- Electric

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)

						DESIGN SPEED	DESIGN STANDARDS
RIGHT-OF-WAY LIAISON		EASEMENTS (#)		ACCESS CONTROL (Y/N)		55	AASHTO

TYPICAL SECTION

	BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING					2			10	0	10			2				
					4			12	—	12			4				on shldr

PROPOSED

SUGGESTED BASE DESIGN

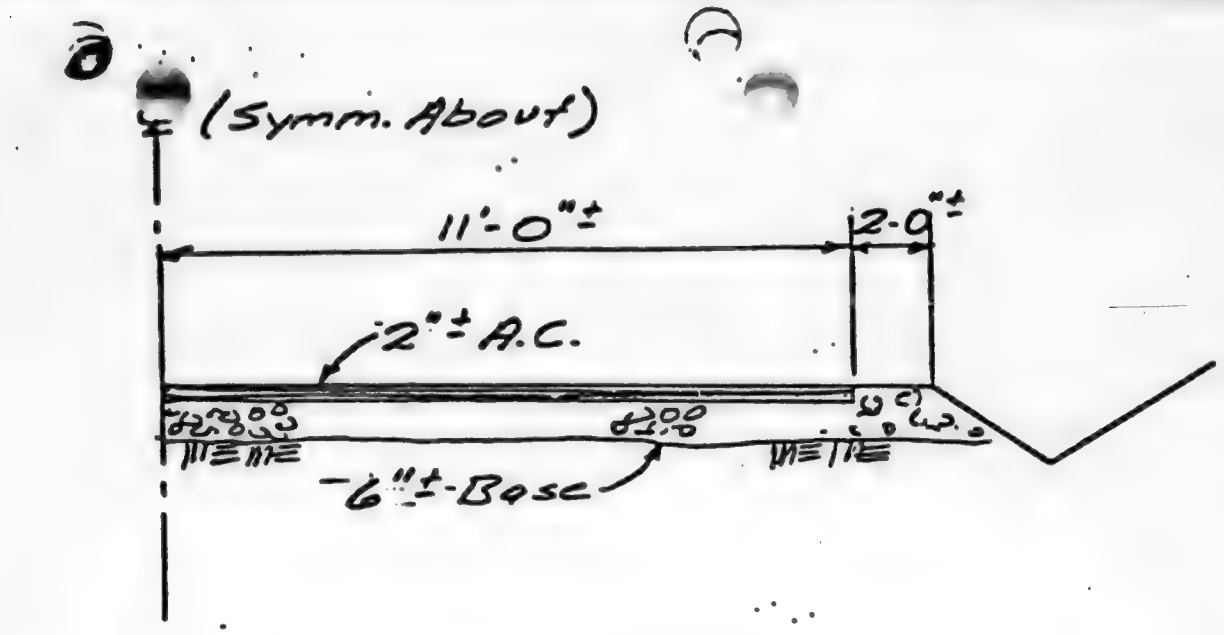
ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
AC Pavement	4"	2"			
Aggregate Base	12"				

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	150	~~30~~ 32'	270,000	BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

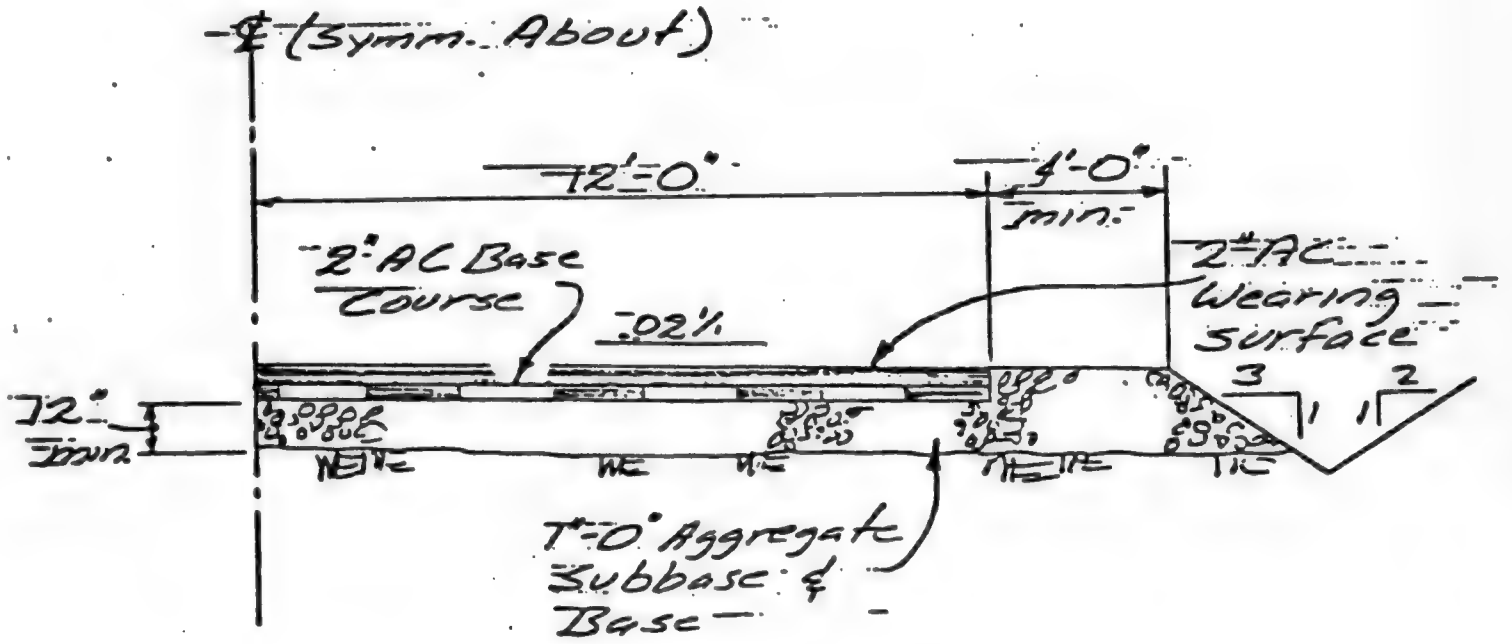
APPROVED
Frank E. Kaplan
Location Engineer
Date 2/25/83

734-1912 (7-82)



EXISTING ROADWAY

No Scale

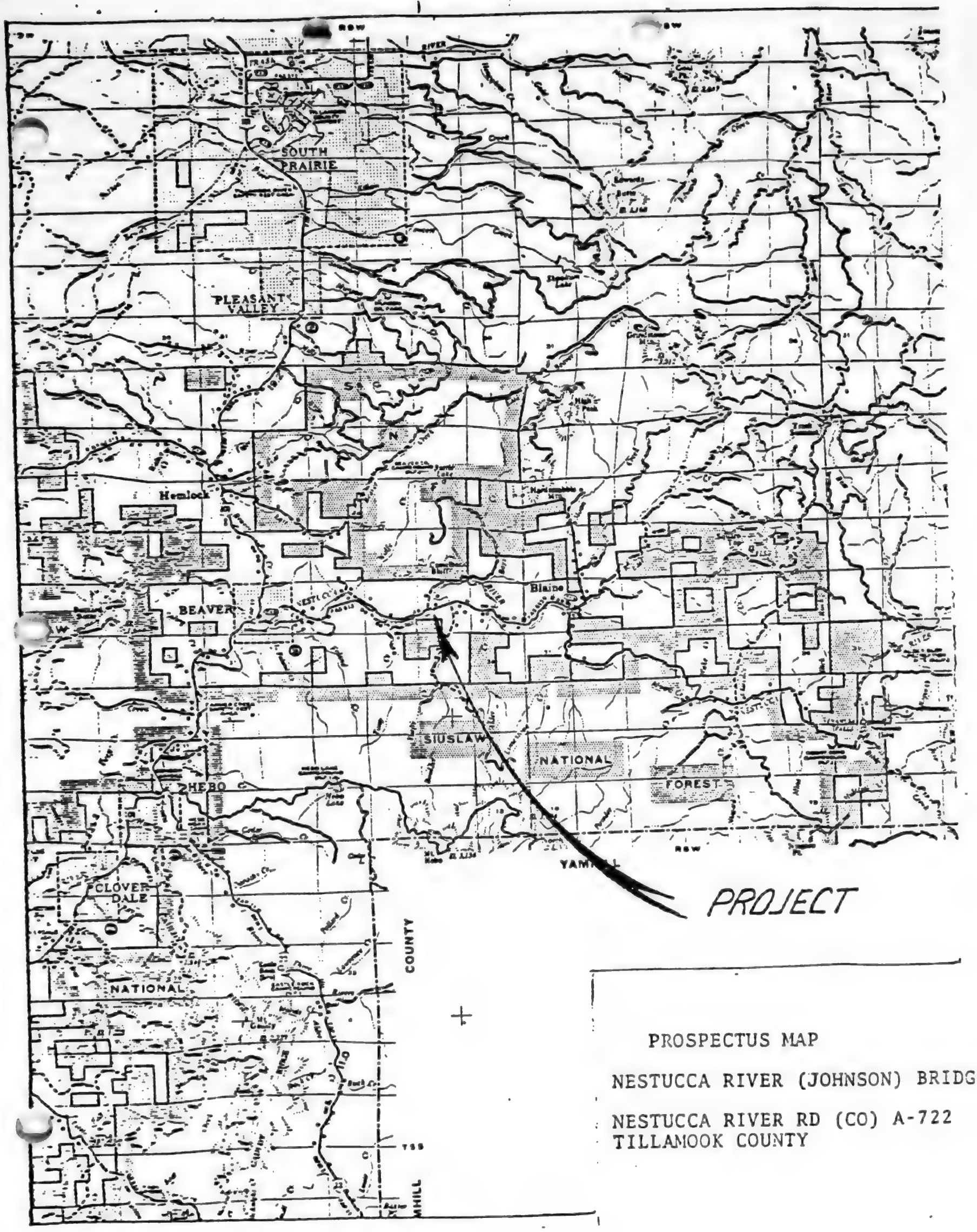


NEW ROADWAY

No Scale.

JOHNSON BRIDGE SEC.

TILLAMOOK COUNTY



PROSPECTUS MAP

NESTUCCA RIVER (JOHNSON) BRIDGE

NESTUCCA RIVER RD (CO) A-722
TILLAMOOK COUNTY

STATE OF OREGON

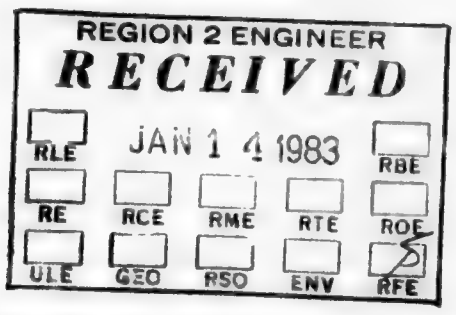
INTEROFFICE MEMO

TO: Phil Stearns
Region Federal Aid Specialist

DATE: January 13, 1983

FROM: Don Thurston
Region Location Supervisor

SUBJECT: Nestucca R (Johnson) Br Sec
Nestucca River Rd (Co) A-722
Tillamook County



Attached for approval and forwarding is the Project Prospectus for the subject project. The estimated cost is $596,300. This cost is more than submitted on the request for the following reasons.

a) Grading cost estimate was increased.

b) Structure cost estimate was increased.

c) Engineering and Contingencies were added to the construction costs.

d) Preliminary Engineering cost was increased to include monies for County activities, Project Manager liaison and other functions.

It appears that construction of a one-way detour bridge and reconstruction of the new bridge at the existing location may be a viable option. This should be investigated by the Consultant.

The best location is where the existing structure stands.

DT:sr
Encl.

cc: File

81-125-1387

Contains Recycled Materials

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID #:

SECTION: Nestucca River (Johnson) Bridge

REGION: 2

STATE HIGHWAY # | HIGHWAY NAME | MILE POST FROM TO | LENGTH: 0.2 mi

☐ URBAN ☒ RURAL | CITY | COUNTY: Tillamook | ROAD/STREET NAME: Nestucca River Rd (Co)

ROUTE # | FEDERAL AID #: A-722 | APPLICANT (IF OTHER THAN STATE): Tillamook County

COST ESTIMATES (000's)			
PRELIMINARY ENGINEERING		$ 38.7	
RIGHT OF WAY		$ 0	
ROADWAY	$ 34.1		
STRUCTURES	$ 270		
SIGNALS	$		
ILLUMINATION	$		
TEMPORARY PROTECTION	$ 14.2		
Remove Extg Br etc	$ 80.0		
40% ENGINEERING & CONTINGENCIES	$ 159.3		
TOTAL CONSTRUCTION		$ 557.6	
TOTAL ESTIMATE		$ 596.3	

PROJECT DATA		
GRADING	(✓)	✓
PAVING	(✓)	✓
STRUCTURES	(✓)	✓
SIGNING	(✓)	✓
SIGNALS	(✓)	
ILLUMINATION	(✓)	
ENVIRONMENTAL CLASS	(1,2,3)	2
DESIGN CATEGORY	(1-7)	7
WORK TYPE	(1-12)	5

RIGHT OF WAY		
FILES	(#)	2
ACRES	(#)	0.5
RELOCATIONS	(#)	0
WORK BY STATE/CONSULTANT/APPLICANT		
PRELIMINARY ENGINEERING	(S,C,A)	C
CONSTRUCTION ENGINEERING	(S,C,A)	C
RIGHT OF WAY DESCRIPTIONS	(S,C,A)	A
RIGHT OF WAY ACQUISITIONS	(S,C,A)	A

CONSTRUCTION BY

☑ CONTRACT ☐ OTHER
☐ STATE FORCE
☐ CITY FORCE
☐ COUNTY FORCE

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR)	RECOMMENDED FUNDING SOURCE	RECOMMENDED PROGRAM YEAR
	1/84 ASAP	HBR	

RECOMMENDED PROGRAM REVISIONS

	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's)
☐ POSTPONE ☐ CANCEL				$
☐ POSTPONE ☐ CANCEL				$

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	1	1
SIGNALS (#)	0	0
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	460	
YEAR OF AVERAGE DAILY TRAFFIC	1981 from Co	applic

DEFINE THE PROBLEM

Existing timber bowstring arch bridge has deteriorated to the point it must be replaced. Bridge has a 10-ton load limit in effect. This structure serves considerable forest land. A significant State Forest sale would use this route to market.

PROPOSED SOLUTION

Replace the existing structure with a new bridge immediately upstream. Reconstruct new approaches and remove the existing bridge. Investigation may reveal that construction of a detour structure and replacement of the bridge in its present location is less expensive.

	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING
REQUESTED, REGION ENGINEER: X B. O. Bedrickson	1-14-83			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS: X				
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION: X				

734-1911 (7-82)

GENERAL INSTRUCTIONS

Use this Project Request form for all projects to be added to the Highway Improvement Program or to request significant changes to a project already in the program.

Submit one copy to Program Management.

Program Management will:

1. Circulate the request through the appropriate offices.
2. Confirm financing availability.
3. Forward the request through the Administration for approval.
4. Advise involved Region and Section Engineers of approval or denial of request.
5. Maintain the project file and advise when the remainder of the Project Prospectus should be submitted to initiate the project to meet the approved program year.

SPECIAL INSTRUCTIONS

The **KEY ID #** will be filled in by Program Management upon project approval.

SECTION, REGION, STATE HIGHWAY #, MILEPOST, LENGTH, CITY and **COUNTY** are self-explanatory. **URBAN/RURAL** refers to the project locale. Is it more urban- or rural-like? Put the local name for the facility, if any, in the **ROAD/STREET** space. **ROUTE #** refers to the tourist route(s). If more than one, list in this order: Interstate, US, State, County, Forest. The **FEDERAL AID #** is the federal route number which is found on straightline charts, urban area maps, etc. preceded by FAU, FAP, FAS or FAI, whichever is appropriate. If this is not a state project, show the requesting party or jurisdiction in the **APPLICANT** space.

COST ESTIMATES — These estimates should be windshield or reconnaissance type planning estimates. Use 40% for **ENGINEERING AND CONTINGENCIES.**

PROJECT DATA — Check each of the items that will be included in the requested project. Fill in the anticipated **ENVIRONMENTAL CLASS,** the **DESIGN CATEGORY** and the **WORK TYPE.**

RIGHT OF WAY — Fill in the estimated numbers of **FILES, ACRES** and **RELOCATIONS** that may be required.

WORK BY and **CONSTRUCTION BY** are self-explanatory.

FINANCING/PROGRAMMING — Show the **RECOMMENDED FUNDING** source and **RECOMMENDED PROGRAM YEAR.** Identify the **SECTION(S)** to be **POSTPONED** or **CANCELLED** if necessary to obtain funds.

EXISTING & PROPOSED Items — Show the number of existing and proposed **TRAVEL LANES, STRUCTURES** and **SIGNALS**, whether or not **BIKE PATHS** are existing or proposed and the present **AVERAGE DAILY TRAFFIC** (ADT) and the Projected ADT.

DEFINE THE PROBLEM — Describe in detail the facility and its history. Information should be given other than that now available in regular statistical publications. Particularly express local feelings and region knowledge needs, trends, access problems, or reference to possible congestion, etc.

PROPOSED SOLUTION — Describe solution in terms of major or minor; i.e., realignment, lane widening, shoulders, right-of-way, pavement, etc. Exact dimensions are not required.

PROJECT PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: Nestucca River (Johnson) Bridge

REGION: 2

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	S	SIGNS (PERMANENT)	A	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	A	STRIPING (PERMANENT)	A	LANDSCAPING	N	CONDITIONAL USE	A	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	A	CULTURAL RESOURCE	A
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	A	CORPS OF ENGINEERS	A	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	A	ILLUMINATION	N	MATERIAL SOURCE	A	COAST GUARD	A	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	C	RR CROSSING	N	DISPOSAL SITE	A	STATE LANDS	A	SECTION 106	N
VICINITY MAP	C	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	A	NOISE STUDY	N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	A	BUILDING	A	SECTION 4(F)	N
HYDRAULIC STUDY	S	RR ENCROACHMENT	N			SIGNALS		OLD (#) / NEW (#)	
						UTILITIES		(LIST BELOW)	

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)

COMPANIES
United -- Telephone
Tillamook Co PUD -- Electric

RIGHT-OF-WAY LIAISON		EASEMENTS (#)		ACCESS CONTROL (Y/N)		DESIGN SPEED	DESIGN STANDARDS
						55	AASHTO

TYPICAL SECTION

EXISTING

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
				2			10	0	10			2				
				4			12	—	12			4				on shldr

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
AC Pavement	4"	2"			
Aggregate Base	12"				

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	150	30	270,000	BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

734-1912 (7-82)

GENERAL INSTRUCTIONS

The Project Details sheet is Part 2 of the Project Prospectus. It should be completed and submitted with the Survey Authority (Part 4) to Program Management for combining with the Project Environmental Classification (Part 3). This will normally be done upon notice from Program Management after the Project Request has been approved. A copy of the approved Project Request should be attached if available.

SPECIAL INSTRUCTIONS

Attach a sketch map showing the location of the project and a description of the project including such items as channelizations, frontage roads, possible alternatives and unusual features.

Fill in the **KEY ID #** (if known), the **SECTION** (use the title as shown on the Project Request) and the **REGION**.

For each of the items in the next section fill in the appropriate letter to show who will be responsible for the work, if it already has been done or if it is not needed. Do the same for the **SIGNALS** and **UTILITIES**, but also show the number of existing and proposed signals and list the Utility **COMPANIES** that may be involved.

RIGHT OF WAY

Fill in the estimated number of **ACQUISITIONS, RELOCATIONS** and **EASEMENTS.** Also indicate who will be responsible for **RIGHT-OF-WAY LIAISON** and if **ACCESS** will be controlled.

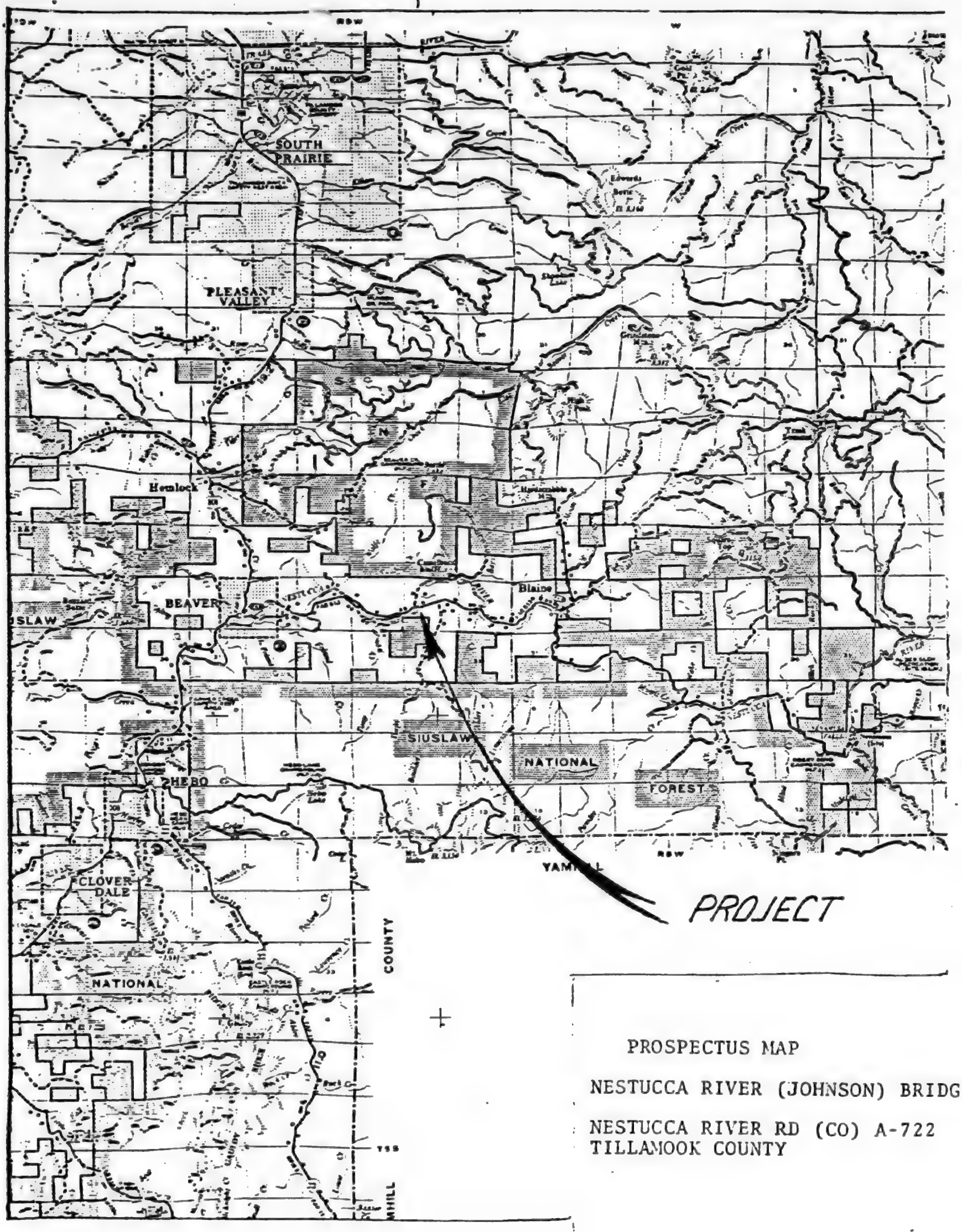
DESIGN SPEED and **DESIGN STANDARDS** are self-explanatory.

TYPICAL SECTION

Fill in the width for each item contained in the existing facility and the proposed project. Enter 0 for those items not contained. If curbs are included show the standard type, enter 0 if no curbs. If the typical section cannot be shown clearly on this form include an explanation or drawn section in the project description.

SUGGESTED BASE DESIGN should be filled in with data obtained from the Surfacing Design Unit.

Under **STRUCTURE DATA** the cost estimates should be obtained from Bridge Design.



PROSPECTUS MAP

NESTUCCA RIVER (JOHNSON) BRIDGE

NESTUCCA RIVER RD (CO) A-722
TILLAMOOK COUNTY

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION: Nestucca River (Johnson) Bridge

REGION: 2

SURVEY AUTHORITY

AUTHORIZATION NO.: 1

PREFIX:

DATE: 1-13-83

ITEM		ESTIMATED COST	CURRENT AUTHORIZATION	ITEM		ESTIMATED COST	CURRENT AUTHORIZATION	ITEM		ESTIMATED COST	CURRENT AUTHORIZATION
901	PROJECT MANAGER	$	$ 500	915	AUDITS	$	$	933	SURFACE DESIGN	$	$
902	CITIZEN'S INVOLVEMENT			916	PHOTO-GRAMMETRY			934	GEOLOGY		
903	LOCAL GOVERNMENT		1,000	918	LOCATION			935	SOILS		
904	CONSULTANT		30,000	919	ENGINEERING GRAPHICS			936	REGION TRAFFIC		100
906	FINAL DESIGN			920	PROGRAM MANAGEMENT			937	HYDRAULICS		
906	BRIDGE DESIGN			921	SPECIFICA-TIONS			938	REGION ENVIRONMENT		100
907	PRELIMINARY DESIGN			922	ADMIN SERVICES			949	URBAN STUDIES		
909	RIGHT-OF-WAY DESCRIPTION			923	ENVIRONMENTAL SECTION			950	TRAINING		
910	REGION GEOLOGIST		3,000	924	D.O.T.			955	R/W RELOC. ASSISTANCE		
911	TRAFFIC SECTION			925	AIR MONITORING			960	PERSONAL LEAVE		
912	LANDSCAPE			926	FOUNDATION		3,500	980	PUBLIC HEARING		
913	RIGHT-OF-WAY LIAISON			927	FREE BRIDGE DESIGN						
914	REGION UTIL-ITY LIAISON		500	932	RAILROAD & UTILITIES						

TOTALS	$	$
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX:

FEDERAL AID PROJECT NUMBER:

LOCATION ENGINEER'S REMARKS:

Prepare plans, specifications and cost estimate for construction of new structure and approaches and removal of existing structure.

PREPARED BY: [signature]	DATE: 1-14-83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS: X	DATE:
RECOMMENDED, REGION ENGINEER: X [signature]	DATE: 1-14-83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES: X	DATE:
RECOMMENDED, LOCATION ENGINEER: X	DATE:	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE:	

734-1914 (7-82)

GENERAL INSTRUCTIONS

The Survey Authority is Part 4 of the Project Prospectus. It shows the funds approved for the project development work. It is also used to revise the authorized funds, if necessary. It is to be submitted to Program Management along with the Project Details part of the Project Prospectus for the initiation of the project development work.

SPECIAL INSTRUCTIONS

The **PREFIX** will be entered in Salem for the first authorization.

Enter the **ESTIMATED COST** for each of the functions your office is responsible for. Region responsibilities are functions 901, 902, 903, 910, 913, 914, 926, 936, 938, 950, 955 and 980 (unshaded boxes). The Location Office will collect the estimates from the other Salem offices, fill in the **CURRENT AUTHORIZATION** column and **TOTALS.**

The **RIGHT OF WAY PREFIX** , **FEDERAL AID PROJECT NUMBER** and the **LOCATION ENGINEER'S REMARKS** will also be completed in Salem. In the signature block place the preparer's name and the Region Engineer's signature.

FEDERAL AID PROJECT REQUEST

Date 12-27-82

Applicant Agency TILLAMOOK COUNTY

Request for: Off-System ____, FAS-C ____, ~~FAUS~~ HBR ✓ Project

Federal Aid Route No. A-722 Route Name NESTUCCA RIVER

Project Name NESTUCCA RIVER (JOHNSON) BRIDGE

Project Length 0.2 MILES Project Location (Attach sketch map)

Project Description REPLACEMENT OF AN EXISTING BRIDGE AND CONSTRUCTION OF NECESSARY ROADWAY APPROACHES.

Average Daily Traffic 400 Design Speed 55

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 22' Travel Lanes 2 Shoulders 2'
Medians NONE Parking NONE
Sidewalks NONE
Remarks

2. Desired Roadway Cross Section: (Attach sketch)

Width 24' Travel Lanes 2 Shoulders 4'
Medians NONE Parking NONE
Curbed NO Length Curb Radii
Sidewalk/Bikeway NONE
Remarks

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 40' Minimum 40' Maximum

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ____ No ✓

3. Will additional right-of-way be needed? Yes ✓ No ____
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No ✓
Remarks

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

NONE

2. Proposed Signalization:

Location NONE

Type
Phases
Type of Suspension
Interconnected
Remarks

3. Permanent Signing:

Include in project or by applicant? BY APPLICANT

4. Permanent Striping:

Include in project or by applicant? BY APPLICANT

5. Project Signing:

Detour by: State _____ Local ✓

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

NONE

2. Proposed Illumination:

Location NONE
Type

Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location 3.71 MILES EAST OF BEAVER Section 26 T 3 S R 9 W
Type TIMBER BOWSTRING ARCH PONY TYPE Bridge # 11381 A
Approach Roadway Width 20' Shoulder Width 2 AT 2'
Length 131' Width 22' CURB TO CURB
To remain in place? NO
Does local agency want existing structure? Yes _____ No ✓

2. Proposed Structure:

Location ON SAME ALIGNMENT OR IMMEDIATELY UPSTREAM

Approximate Size: Length 150' Width 30'

└ COUNTY # 248

Are sidewalk/bikeways desired? NO

Are any utilities to be attached to structure? NONE AT PRESENT

Are provisions for illumination desired? NO

Are there any unusual or complicating conditions? NO

Guardrail: Installed by State ✓ by Local Government _____
Stock Pile Location, if Local Government installs _____
Remarks _____

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes _____ No ✓

   Name of Railroad _____
   Existing Crossing Protection _____

2. Will existing railroad crossing be altered? _____

   Remarks _____

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — COUNTY DIRECTOR OF PUBLIC WORKS Office
2. Environmental — " " " " " Office
3. Public Hearing — " " " " " Office

Remarks CONSULTANT WILL ASSIST AS COUNTY MAY REQUIRE

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant _____ State _____ Consultant ✓

2. Project construction engineering to be performed by:

Applicant _____ State _____ Consultant ✓

3. Will applicant perform any work prior to or after award of contract?
Yes _____ No ✓
If "yes", describe briefly: _____

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 25,000
Right-of-way costs (if participating)	—0—
Traffic control	6,000
Illumination	—0—
Structures	240,000
Railroad	—0—
Other REMOVAL OF EXISTING BRIDGE AND CONSTRUCTION OF WORK BRIDGE	80,000
Preliminary engineering	30,000
PROJECT TOTAL	$ 381,000

Remarks BEST LOCATION IS ON EXISTING ALIGNMENT BUT COST FOR WORK/DETOUR BRIDGE ALONGSIDE MAY BE PROHIBITIVE. NEEDS FURTHER STUDY.

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF _____ and/or TILLAMOOK COUNTY

By _____ By F. E. Knight

By _____ By Carol Williams

By _____

(1980)

JOHNSON BRIDGE SEC.

TILLAMOOK COUNTY

PROJECT LOCATION

gical Survey

Oregon

metric methods

phs taken 1953

m

em, north zone

(1953)

SCALE 1:62500

1 0 1 2 3 4 MILES

3000 0 3000 6000 9000 12000 15000 18000 21000 FEET

1 5 0 1 2 3 4 5 KILOMETERS

UTM GRID AND 1955 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET

CONTOUR INTERVAL 80 FEET

DASHED LINES REPRESENT 20-FOOT CONTOURS

DATUM IS MEAN SEA LEVEL

DEPTH CURVES IN FEET—DATUM IS MEAN LOWER LOW WATER

SHORELINE SHOWN REPRESENTS THE APPROXIMATE LINE OF MEAN HIGH WATER

THE AVERAGE RANGE OF TIDE IS APPROXIMATELY 6 FEET

OREGON

QUADRANGLE LOCATION

ROAD CLASSIFICATION

Heavy-duty ——— Light-duty - - -

M[illegible] ——— Unimproved dirt .....

U.S. Route ○ State Route

TILLAMOOK, OREG.

N4515—12345/15

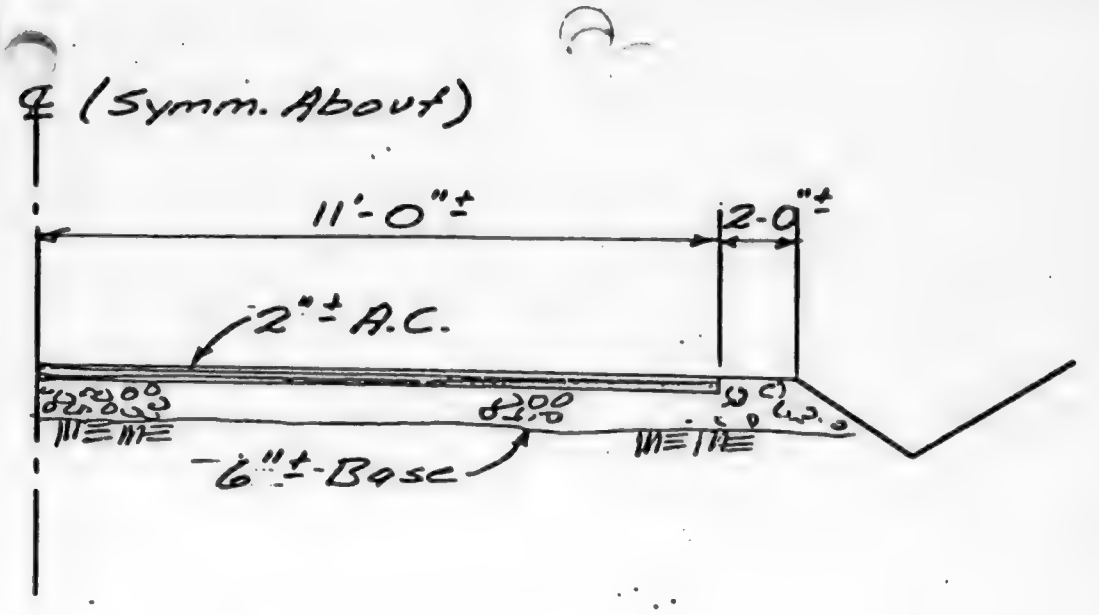
1955

AMS 1274 IV—SERIES V792

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS

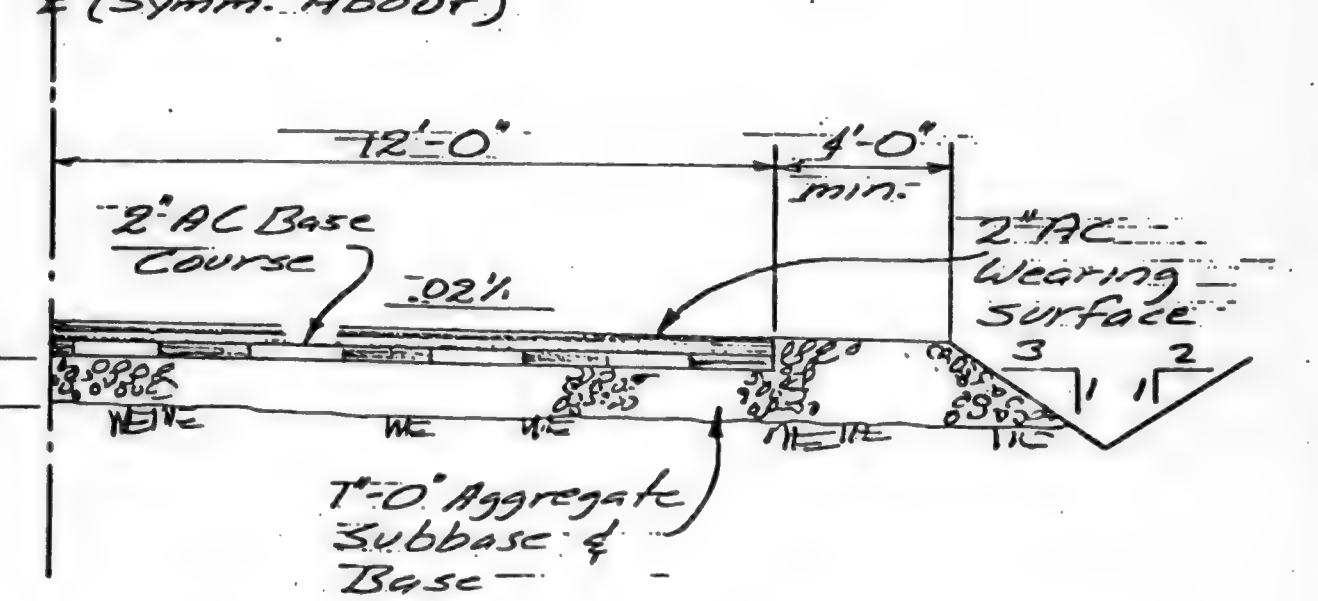
FOR SALE BY U.S. GEOLOGICAL SURVEY, DENVER, COLORADO 80225 OR WASHINGTON, D.C. 20242

A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST



EXISTING ROADWAY

No Scale



NEW ROADWAY

No Scale.

JOHNSON BRIDGE SEC.

TILLAMOOK COUNTY

HIGHWAY C-858 FAS-A722 Johnson Br.
M.P. 3.71 Co. Br.# 248

OREGON BRIDGE INVENTORY

OREGON STATE HIGHWAY DIVISION

Cards 5, 6, & 9 on reverse side

Shaded items = minimum data for bridges not on FA system

SHEET 1 OF
DATE SUBMI
BY STEWART

8 BRIDGE NO.		CARD NO.	1 STATE	2 HIGHWAY DISTRICT	3 COUNTY	4 CITY	5 INVENTORY ROUTE	101 HIGHWAY NUMBER	NOT USED LEAVE BLANK	12 ROAD SECTION NO. (D.O.D. BRIDGE LOG)	13 BR. DESCRIP. (D.O.D. BR. LOG)	14 DEFENSE MILEPOST	15 DEFENSE SECTION LENGTH (TENTH MI.)	16 LATITUDE DEG.	16 LATITUDE MIN.	17 LONGITUDE DEG.	17 LONGITUDE MIN.	18 PHY. VULNERABILITY	19 BY-PASS DETOUR LENGTH (MI.)	20 TOLL	21 CUSTODIAN	22 OWNER	24 FEDERAL AID SYSTEM
1 5	6	7	8 10	11 12	13 15	16 19	20 21 22 23 27	28 29 31	32 37	38 41	42	43 44	45 48	49 52	53 54	55 57	58 60	61 63	64	65 66	67	68	69	70 71
1 1 3 8 1	A	1	4 1 0	0 1	0 5 7	0 0 0 0	1 4 1 0 A 7 2 2	0 8 5 8		0 0 0 0	0	T	0 0 0 0	0 0	0 0 0	0 0	0 0 0	0	9 9	3	3	3	0 7

8 BRIDGE NO.		CARD NO.	27 YEAR BUILT	27 YEAR MAJOR RECONSTR'N.	28 LANES ON STRUCTURE	28 LANES CROSSED	29 ADT	31 DESIGN LOAD	32 APPROACH ROADWAY WIDTH (FT.)	NOT USED LEAVE BLANK	33 BR. MEDIAN	34 SKEW	35 STRUCT. FLARE	38 NAVIG. CONTROL	39 NAVIGATION VERTICAL CLEAR. (FT.)	40 NAVIGATION HORIZONTAL CLEAR. (FT.)	42 TYPE SERVICE	43 STRUCTURE TYPE (MAIN SPANS)	44 STRUCTURE TYPE (APPROACH)	45 NUMBER OF MAIN SPANS	46 NUMBER OF APPROACH SPANS	48 LENGTH OF MAXIMUM SPAN (FT.)	49 STRUCTURE LENGTH (FT.)	50 SIDE WALK WIDTH (TENTH FT.) LT.	50 SIDE WALK WIDTH (TENTH FT.) RT.
1 5	6	7	8 9	10 11	12 13	14 15	16 21	22	23 25	26 28	29	30 31	32	33	34 36	37 40	41 42	43	44 45	46	47 48	49 50	51 54	55 58	59 64	65 67	68 70	71
1 1 3 8 1	A	2	4 8	0 0	0 2	0 0	0 0 0 4 0 0	3	0 2 6		0	0 0	0	0	0 0 0	0 0 0 0	1 5	7	1 0	7	0 2	0 1	0 0 0 1	0 1 0 0	0 0 0 1 3 1	0 0 0	0 0 0	0

L HS15

8 BRIDGE NO.		CARD NO.	53 MIN. VERT. CLEAR. OVER ROADWAY FT.	53 MIN. VERT. CLEAR. OVER ROADWAY IN.	54 MINIMUM VERTICAL UNDERCLEAR. FT.	54 MINIMUM VERTICAL UNDERCLEAR. IN.	55 MINIMUM LATERAL UNDERCLEAR (TENTH FT.) RT.	56 MINIMUM LATERAL UNDERCLEAR (TENTH FT.) LT.	57 WEAR. SURFACE	58 DECK	59 SUPERSTRUCT.	60 SUBSTRUCT.	61 CHANNEL	62 CULVERTS, WALLS	63 REMAINING LIFE	64 OPERATING RATING	65 APPR. ALINEMNT.	66 INVENTORY RATING	67 STR. CONDITION	68 DECK GEOMETRY	69 UNDERCLEARANC.	70 SAFE LOAD CAP.	71 WATERWAY AD.	72 APPR. ALINE. AD.	73 YEAR NEEDED	74 TYPE OF SERVICE ON BRIDGE	75 TYPE OF WORK	76 LENGTH OF IMPROVEMENT (FT.)	77 PROP. DES. LOAD	78 PROPOSED ROADWAY WIDTH (FT.)	79 PROPOSED NO. OF LANES	80 DESIGN ADT	81 YEAR OF EST. ADT	82 YEAR OF PROP. RDWY. IMPROVE.
1 5	6	7	8 9	10 11	12 13	14 15	16 18	19 21	22	23	24	25	26	27	28 29	30 32	33	34 36	37	38	39	40	41	42	43 44	45 46	47	48 50	51 55	56	57 60	61 62	63 67	68 69	70 71
1 1 3 8 1	A	3	9 9	9 9	0 0	0 0	9 9 9	9 9 9	2	6	3	5	8	N	0 2	1 1 6	6	1 0 1	3	2	N	3	8	6	8 4	0 0	1	3 1	0 0 1 5 0	5	0 0 3 0	0 2	0 0 7 5 0	8 5	8 4

8 BRIDGE NO.		CARD NO.	84 COST OF IMPROVEMENTS (THOUSANDS)	850 YEAR LAST MAJOR MAINT.	860 ITEM REPAIRED	870 ESTIMATED COST NECESSARY MAINTENANCE (DOLLARS)	880 INSPECTION FREQUENCY	NOT USED LEAVE BLANK	890 LAST INSPECTION MO.	890 LAST INSPECTION YR.	92 TRANSVERSE STRUCTURE LENGTH (FT.)	93 INSIDE HEIGHT (TENTH FT.)	94 CODE COST PREFIX	96 MAINTENANCE NOTES
1 5	6	7	8 12	13 14	15 16	17 22	23 24	25 30 31	32 33	34 35	36 38	39 41	42 44	45 46 47 48 49 50 51
1 1 3 8 1	A	4	0 0 2 9 0	8 2	5 9	0 2 0 0 0 0	8 1	5	1 2	8 2	0 0 0	0 0 0		

Form 734-3947 (3-80)

C-8590 FAS-A722

.71 Johnson Br. Co. Br.# 248

OREGON BRIDGE INVENTORY

OREGON STATE HIGHWAY DIVISION

Cards 5, 6, & 9 on reverse side

SHEET 1 OF 2

DATE SUBMITTED 12/20/82

BY STEWART MCDONALD

Shaded items = minimum data for bridges not on FA system

1	2	3	4	5					101		12		13	14	15	16		17		18	19	20	21	22	24	25	26	
STATE	HIGHWAY DISTRICT	COUNTY	CITY	INVENTORY ROUTE					HIGHWAY NUMBER	NOT USED LEAVE BLANK	ROAD SECTION NO. (D.O.D. BRIDGE LOG)		BR. DESCRIP. (D.O.D. BR. LOG)	DEFENSE MILEPOST	DEFENSE SECTION LENGTH (TENTH MI.)	LATITUDE		LONGITUDE		PAT. VULNERABILITY	BY-PASS DETOUR LENGTH (MI.)	TOLL	CUSTODIAN	OWNER	FEDERAL AID SYSTEM	ADM. JURISDICTION	FUNCTIONAL CLASSIFICATION	NOT USED LEAVE BLANK
																DEG.	MIN.	DEG.	MIN.									
10	11 12	13 15	16 19	20	21	22	23 27	28	29 31	32 37	38 41	42	43 44	45 48	49 52	53 54	55 57	58 60	61 63	64	65 66	67	68	69	70 71	72	73 74	75 80
1	01	057	0000	1	4	1	0A722	0	858		0000	0	T	00.00	0000	00	00.0	000	00.0	0	99	3	3	3	07	4	04	

27		28		29	31	32		33	34	35	38	39	40	42	43	44	45	46	48	49	50		51	52	41	
	YEAR MAJOR RECONSTR'N.	LANES ON STRUCTURE	LANES CROSSED	ADT	DESIGN LOAD	APPROACH ROADWAY WIDTH (FT.)	NOT USED LEAVE BLANK	BR. MEDIAN	SKEW	STRUCT. FLARE	NAVIG. CONTROL	NAVIGATION VERTICAL CLEAR. (FT.)	NAVIGATION HORIZONTAL CLEAR. (FT.)	TYPE SERVICE	STRUCTURE TYPE (MAIN SPANS)	STRUCTURE TYPE (APPROACH)	NUMBER OF MAIN SPANS	NUMBER OF APPROACH SPANS	LENGTH OF MAXIMUM SPAN (FT.)	STRUCTURE LENGTH (FT.)	SIDEWALK WIDTH (TENTH FT.) LT.	SIDEWALK WIDTH (TENTH FT.) RT.	ROADWAY WIDTH (TENTH FT.)	DECK WIDTH (TENTH FT.)	OP. STATUS	BLANK
9	10 11	12 13	14 15	16 21	22	23 25	26 28	29	30 31	32	33	34 36	37 40	41 42	43	44 45	46	47 48	49 50	51 54		55 58	59 64	65 67	68 70	71 74	75 78	79	80
0	00	02	00	000400	3	026		0	000	0	0	000	0000	15	7	10	7	02	01	0001		0100	0013	000	000	0220	0238	P	

L HS15

53		54		55		56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	
	CLEAR. OVER ROADWAY	MINIMUM VERTICAL UNDERCLEAR.		MINIMUM LATERAL UNDERCLEAR (TENTH FT.)			WEAR. SURFACE	DECK	SUPERSTRUCT.	SUBSTRUCT.	CHANNEL	CULVERTS, WALLS	REMAINING LIFE	OPERATING RATING	APPR. ALINEMNT.	INVENTORY RATING	STR. CONDITION	DECK GEOMETRY	UNDERCLEARANC	SAFE LOAD CAP.	WATERWAY AD.	APPR. ALINE. AD.	YEAR NEEDED	TYPE OF SERVICE ON BRIDGE	TYPE OF WORK	LENGTH OF IMPROVEMENT (FT.)	PROP. DES. LOAD	PROPOSED ROADWAY WIDTH (FT.)	PROPOSED NO. OF LANES	DESIGN ADT	YEAR OF EST. ADT	YEAR OF PROP. RDWY. IMPROVE.	TYPE IMPROVE.	NOT USED LEAVE BLANK
	IN.	FT.	IN.	RT.	LT.																													
9	10 11	12 13	14 15	16 18	19 21		22	23	24	25	26	27	28 29	30 32	33	34 36	37	38	39	40	41	42	43 44	45 46	47	48 50	51 55	56	57 60	61 62	63 67	68 69	70 71	72	73 80
9	99	00	0.0	999	999		2	6	3	5	8	N	02	116	6	101	3	2	N	3	86	8	84	00	1	311	00150	5	00	30	02	0075	P	85	84	3	

84	850	860	870	880		890		92	93	94				96	
COST OF IMPROVEMENTS (THOUSANDS)	YEAR LAST MAJOR MAINT.	ITEM REPAIRED	ESTIMATED COST NECESSARY MAINTENANCE (DOLLARS)	INSPECTION FREQUENCY	NOT USED LEAVE BLANK	LAST INSPECTION MO.	LAST INSPECTION YR.	TRANSVERSE STRUCTURE LENGTH (FT.)	INSIDE HEIGHT (TENTH FT.)	CODE COST PREFIX				MAINTENANCE NOTES	LEAVE BLANK
12	13,14	15,16	17 22	23,24	25 31	32,33	34,35	36 38	39 41	42 44	45,46	47,48	49,50	51 79	80
290	82	59	020000	81	5	12	82	000	00						

HIGHWAY C-858 FAS A722

M.P. 3.71

OREGON BRIDGE INVENTORY

OREGON STATE HIGHWAY DIVISION

Cards 1, 2, 3, & 4 on reverse side

SHEET 2 OF

DATE SUBMIT

BY STEWART M

Shaded items = minimum data for bridges not on FA system

8		6	7	9
BRIDGE NO.	CARD NO.	FEATURES INTERSECTED	FACILITY CARRIED	LOCATION
1 5 6	7	8 32	33 50	51
	5			

8		11	11A	30	85	86	87	88	LEAVE BLANK	91 PAINT PROGRAM					10A		47	47A	95 FOR DESCRIPT	
BRIDGE NO.	CARD NO.	MILE POST	ALTERNATE MILE POST	YEAR OF ADT	PRELIM. ENG. COST (THOUSANDS)	DEMOLITION COST (THOUSANDS)	SUB-STRUCTURE COST (THOUSANDS)	SUPER-STRUCTURE COST (THOUSANDS)		ZONE	TYPE STEEL	STEEL WEIGHT (TONS)	YEAR LAST PAINTED	YEAR NEED PAINTING	OPPOSITE VERTICAL CLEARANCE FT.	OPPOSITE VERTICAL CLEARANCE IN.	TOTAL HORIZONTAL CLEARANCE (TENTH FT.)	OPPOSITE TOTAL HORIZONTAL CLEARANCE (TENTH FT.)	HWY. NO.	MILE
1 5 6	7	8 9 13 14	15 16 17 21 22	23 24	25 27	28 30	31 35	36 40	41	42	43	44 47	48 49	50 51	52 53	54 55	56 60	61 65	66 68	69 70 71
11381	A6	0037.1		82	009	014	000BB	00205												

150

181 x 24 x 1.40 x 50 = 220,000

USE 1931 FIGURES

To delete bridge from inventory:

1. Enter bridge number on card 9,
2. Leave all other cards (1 through 6) blank.

8		
BRIDGE NO.	CARD NO.	DELETE BRIDGE POSITIONS 8 THRU 80 NOT USED- LEAVE BLANK
1 5 6	7	8
	9	

Form 734-3947 (3-80)

C-850 FAS A 722

.71

OREGON BRIDGE INVENTORY

OREGON STATE HIGHWAY DIVISION

Cards 1, 2, 3, & 4 on reverse side

SHEET 2 OF 2

DATE SUBMITTED 12/20/82

BY STEWART MCDONALD

Shaded items = minimum data for bridges not on FA system

6	7	9	10		
FEATURES INTERSECTED	FACILITY CARRIED	LOCATION	VERTICAL CLEARANCE FT.	VERTICAL CLEARANCE IN.	LEAVE BLANK
1 ... 32	33 ... 50	51 ... 75	76, 77	78, 79	80

11	11A	30	85	86	87	88		91						10A		47	47A	95		36			
MILE POST	ALTERNATE MILE POST	YEAR OF ADT	PRELIM. ENG. COST (THOUSANDS)	DEMOLITION COST (THOUSANDS)	SUB-STRUCTURE COST (THOUSANDS)	SUPER-STRUCTURE COST (THOUSANDS)	LEAVE BLANK	PAINT PROGRAM ZONE	TYPE STEEL	STEEL WEIGHT (TONS)	YEAR LAST PAINTED	YEAR NEED PAINTING		OPPOSITE VERTICAL CLEARANCE FT.	OPPOSITE VERTICAL CLEARANCE IN.	TOTAL HORIZONTAL CLEARANCE (TENTH FT.)	OPPOSITE TOTAL HORIZONTAL CLEARANCE (TENTH FT.)	FOR DESCRIPTION, SEE HWY. NO.	FOR DESCRIPTION, SEE MILE POST	SAFETY FEATURES BR. RAIL	SAFETY FEATURES TRANS.	SAFETY FEATURES APP. G.R.	SAFETY FEATURES G.R. TERM.
9 ... 13	14 15 16 17 ... 21	22 23, 24	25 ... 27	28 ... 30	31 ... 35	36 ... 40	41	42	43	44 ... 47	48, 49	50, 51		52, 53	54, 55	56 ... 60	61 ... 65	66 ... 68	69 70 71 ... 75	76	77	78	79	80
0.03.7.1		82	009	014	000.88	00.205																	

150

181 x 24 x 1.40 x 50 = 220,000

USE 1981 FIGURES

from inventory:

ridge number on card 9,

ll other cards (1 through 6) blank.

DELETE BRIDGE

POSITIONS 8 THRU 80 NOT USED- LEAVE BLANK

CONSULTING ENGINEERS
EUGENE, OREGON

BRIDGE INSPECTION REPORT

BRIDGE NO. 11381A
O.B.I.# 248
FAS 4722

BRIDGE TYPE TIMBER PONY TRUSS NAME JOHNSON BRIDGE HWY. NO. C858 MILE POST 3.71
CROSSING (OVER, ~~UNDER~~) NESTUCCA RIVER COUNTY TILLAMOOK INSPECTORS' STEWART MCDONALD
DISTRICT 1 YEAR BUILT 1948 PHOTOS YES + PREVIOUS DATE 12/15/82 SIGNATURES GARY GILHAM

OBSERVATIONS

SUBSTRUCTURE (60)		Condition Rating
1. END BENTS	Caps	7
	Piles	
	Footings	
	Footing Piles	
	Backwalls, Bulkheads	7
	Wings	8
2. INTERIOR PIERS OR BENTS	Caps	7
	Columns, Posts Shaft	5
	Footings	
	Footing Piles	
	Piles	
	Bracing	
3. Debris on Seats		
4. Paint		
5. Collision Damage		5
6. Scour Minor beneath Fg.		7
7. Settlement (Footing or Piling) U		8
INSPECTOR'S CONDITION RATING (60)		5
CHANNEL & CHAN. PROTECT. (61)		
1. Channel Scour		3
2. Embankment Erosion		7
3. Drift		3
4. Vegetation		8
5. Channel Change		
6. Fender System		
7. Spur Dikes & Jetties		
8. Riprap @ PIER		7
9. Adequacy of Opening		8
INSPECTOR'S CONDITION RATING (61)		8

RATING WITHOUT TEMPORARY REPAIR OFFICE USE ONLY

SUPERSTRUCTURE (59)		Condition Rating
1. Stringers EAST. APP.		8
2. Girder or Beams		
3. Floor Beams		7
4. TRUSSES	Chords	4
	Web Members	6
	Portals	
	Bracing	7
5. Diaphragms, Bridging		
6. Bearing Devices		
7. Paint		
8. ~~Rivets~~ or Bolts		8
9. Welds		
10. Collision Damage		8
11. Deflection under Load		7
12. Alignment of Members		8
13. Vibrations under Load		7
14. Machinery (Movable Spans)		
INSPECTOR'S CONDITION RATING (59)		
CULVERTS & RETAIN. WALLS (62)		
1. Barrel or Wall	Concrete	
	Steel	
	Timber	
2. Headwall & Parapet		
3. Aprons		
4. Wingwalls		
5. Adequacy		
6. Debris		
INSPECTOR'S CONDITION RATING (62)		

RATING WITHOUT TEMPORARY REPAIR OFFICE USE ONLY

DECK (58)	Condition Rating
1. Deck – Structural Condition	6
2. Wearing Surface	6
3. Deck Joints	
4. ~~Curbs~~ Felloe Guards	6
5. Sidewalks	
6. Parapet, Concrete Barrier	
7. Railing, Posts	6
8. Median Barrier, Railing	
9. Paint	5
10. Drains	
11. Lighting Standards	
12. Utilities TELE - NO. SIDE	8
13. Vibrations in Deck	
INSPECTOR'S CONDITION RATING (58)	6
APPROACH ALIGNMENT (65)	
1. Pavement & Embankment	7
2. Shoulder Embankment	7
3. Relief Joints	
4. Approach Slab	
5. Guardrail	
INSPECTOR'S CONDITION RATING (65)	7
SAFETY FEATURES (36)	0 0 0 0
APPR. ALINE. (72)	6
SIGNING	
1. Posted Loading 10 TONS	8
2. Legibility ONE LANE FOR TRUCKS & BUSES	7
3. Visibility	7
INSPECTOR'S CONDITION RATING	7

REMARKS (Key-in to section and number above)
USE SECOND SHEET FOR ADDITIONAL SPACE AND SKETCHES
List apparent cause, severity and pinpoint location of defects listed above.

58-1,2 AC SURFACE HAS POTHOLED IN SPOTS AND IS ALLOWING DRAINAGE TO RUN BETWEEN LAMINATED DECKING. AC IS VERY THICK OVER CORRUGATED STEEL DECK ON EAST APPROACH SPAN. AVERAGE OF 6" - THICKER AT BACKWALLS (EAST END)
58-4,7,9 FELLOES, RAILING AND POSTS ARE SOUND BUT SHOWING AGE - PAINT BADLY WEATHERED AND DIRTY ON RAIL. THICK AC AT EAST APP. HAS REDUCED THE EFFECTIVE CURB HEIGHT.
59-3 FLOOR BEAMS DRILL VERY GOOD - DIRT & WATER STANDING AT O.S. EDGES.
59-4 SEE DRILL LOG FOR DECAY IN TOP CHORD - ESP. AT EXT. 4X16 PLATES IN TOP CHORDS, ALSO CENTER 6X16" AT NORTHEAST CORNER; WHERE CRACK IN TOP CHORD HAS PROMOTED ROT. WEB MEMBERS ARE CHECKED IN ENDS AND HAVE SOME REPAIRED WITH LAMINATED PIECES - ALSO CHECKING.
59-11,13 TRUSS REACTS SMOOTHLY TO LARGE LIVE LOADS - (LOADED BUSES)

SEE ATTACHED SHEET.

Stewart McDonald
SIGNATURE

BEC CONSULTING ENGINEERS
EUGENE, OREGON

BRIDGE NO. 13881 A
CO. BR. # 248
FAS A 472

BRIDGE INSPECTION REPORT

BRIDGE TYPE TIMBER PONY TRUSS NAME JOHNSON BRIDGE HWY. NO. C858 MILE POST 3.71
CROSSING (OVER, UNDER) NESTUCCA RIVER COUNTY TILLAMOOK INSPECTORS' STEWART McDONALD
DISTRICT 1 YEAR BUILT 1948 PHOTOS YES + MARKINGS DATE 12/15/82 SIGNATURES GARY GILLIAM

CONT. FROM INSP. REPORT **OBSERVATIONS**

60-1 CAPS AND BACKWALLS SHOULDER ABUT - STARTING TO DECAY.
60-2 SUPPORT SURFACES ARE COVERED WITH DIRT AND ROCKS - GRASS AND MOSS GROWING OVER TRUSS ENDS. CONCRETE IS DETERIORATING AT COLD JOINT - UPPER 2' OF CONCRETE PIER. TRUSS SPAN MOVEMENT HAS DISPLACED BEARING WALL (EST SIDE OF PIER) AND CRACKED IT. SPALLING ON WEST PIER FACE HAS NOT PROGRESSED FROM PREVIOUS INSP. NOTE: HIGH WATER PREVENTS PIER AND FOOTING EVALUATION.
61-8 RIP RAP AT PIER HAS BEEN DISLOCATED FROM EXTREME HIGH WATER.

72-23 GROSS VEHICLE WEIGHT SIGNS ARE RATHER SMALL & RIGHT @ ENDS OF BRIDGE.
61-2 EMBANKMENT EROSION NOTICABLE BELOW (DOWN STREAM) OF PIER.
65-12 PAVEMENT HAS SETTLED IN SPOTS AND SHOULDERS ARE NEAR VERTICAL AT BRIDGE ENDS.

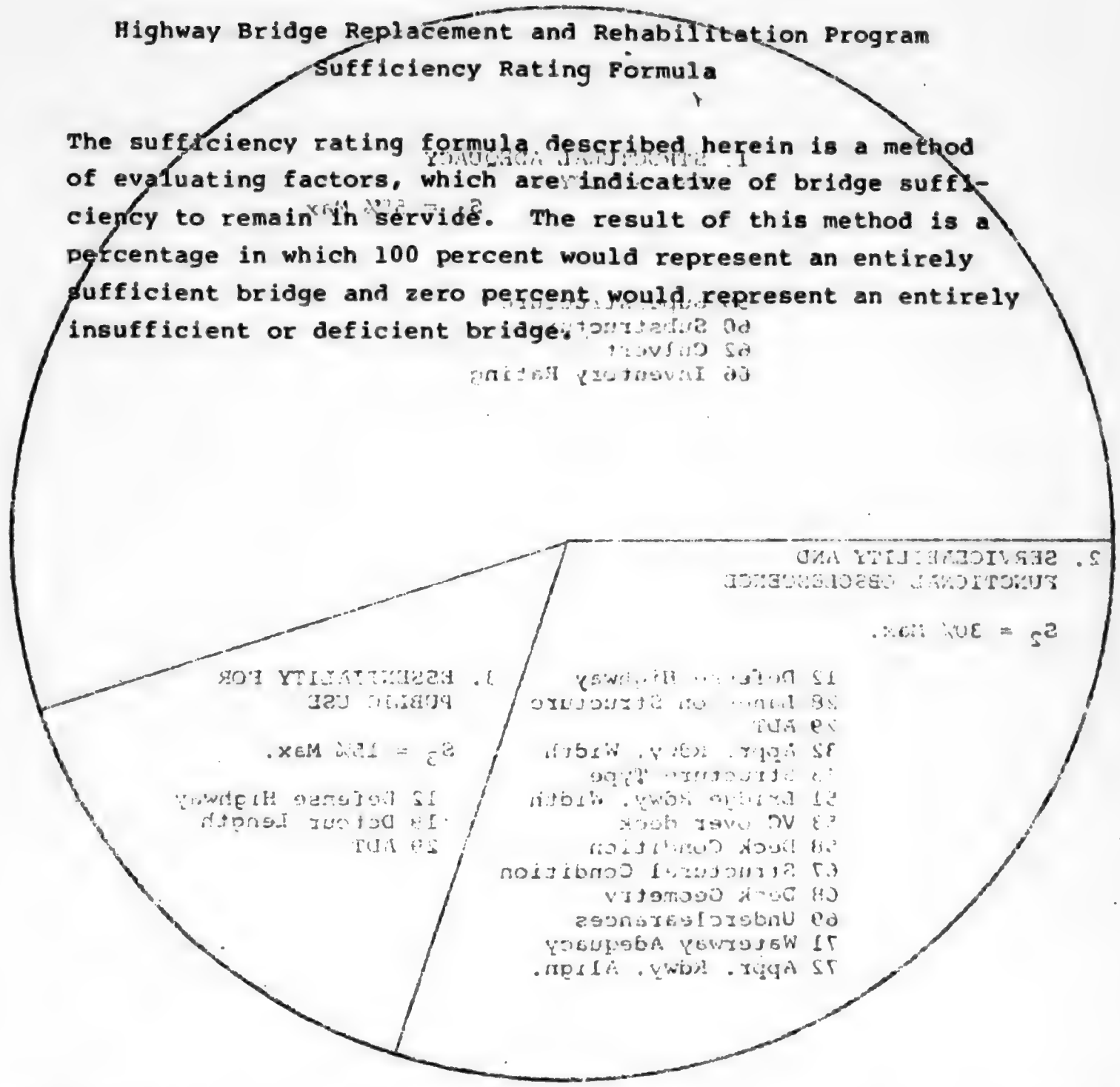
Stewart D McDonald
SIGNATURE

Johnson Br. #248
SMC 12/23/82

Appendix A

Highway Bridge Replacement and Rehabilitation Program
Sufficiency Rating Formula

The sufficiency rating formula described herein is a method of evaluating factors, which are indicative of bridge sufficiency to remain in servide. The result of this method is a percentage in which 100 percent would represent an entirely sufficient bridge and zero percent would represent an entirely insufficient or deficient bridge.

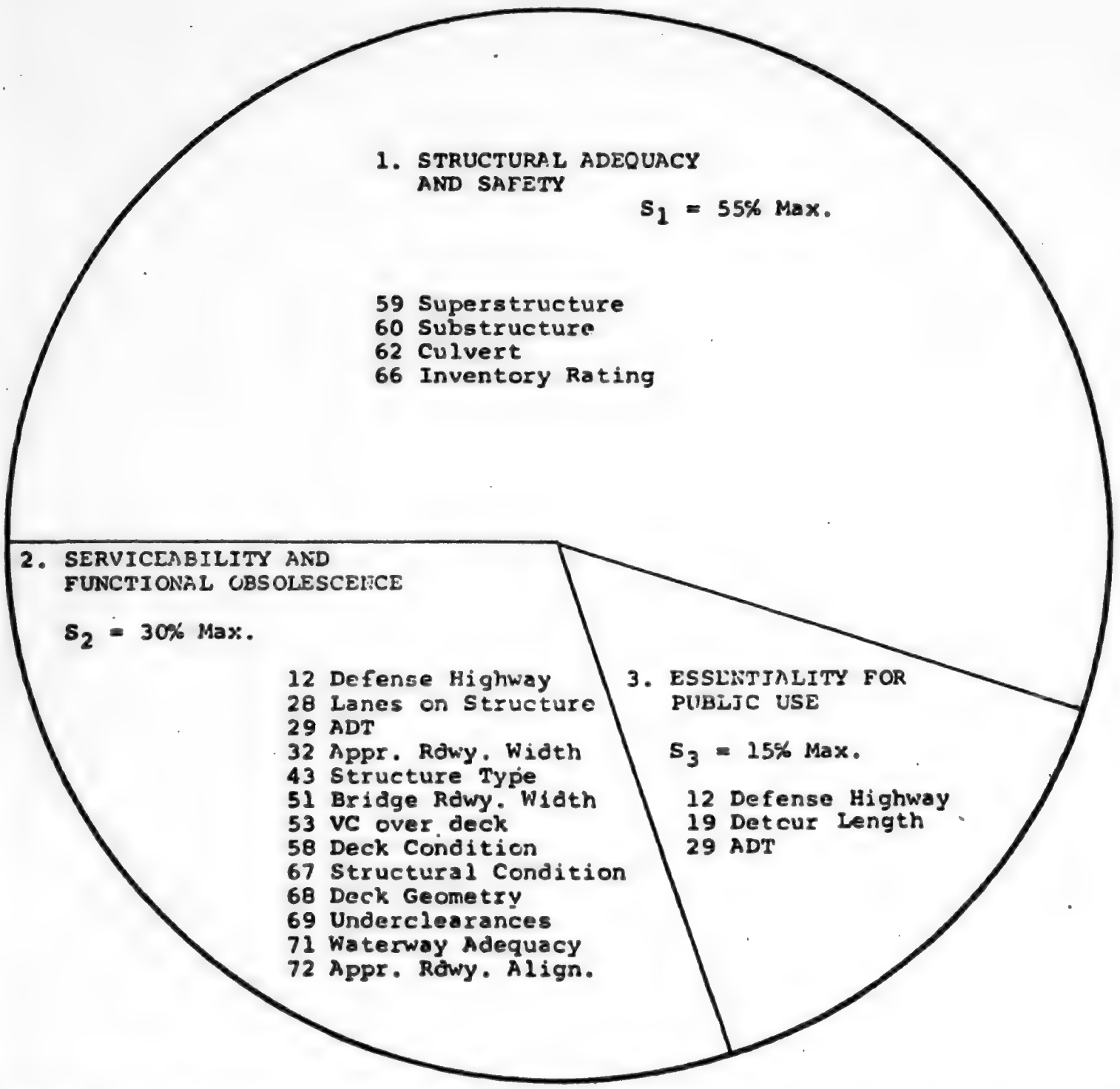


SUFFICIENCY RATING = $S_1 + S_2 + S_3 - S_4$

Sufficiency Rating shall not be
< 0 nor > 100

JOHNSON BR. #248
SMC 12/23/82

SUMMARY OF SUFFICIENCY RATING FACTORS



4. SPECIAL REDUCTIONS

S_4 = 13% Max.

19 Detour Length
36 Traffic Safety Features
43 Structure Type, Main

SUFFICIENCY RATING = $S_1 + S_2 + S_3 - S_4$

Sufficiency Rating shall not be
< 0 nor > 100

JOHNSON BR. # 248
SMC 12/23/82

HIGHWAY BRIDGE REPLACEMENT & REHABILITATION PROGRAM

SUFFICIENCY RATING FORMULA

NOTE: RATING VALUES TAKEN FROM 12/82 CODING.

1. STRUCTURAL ADEQUACY AND SAFETY (55% maximum)

If #59 (Superstructure Rating) or #60 (Substructure Rating) is:

#59 = 3
#60 = 5

≤2	A = 55%
=3	B = 40%
=4	C = 25%
	D = 10%

Or A, B, and C = 0, and #59 or #60 = 5

If #59 and #60 = N and #62 (Culvert Rating) is:

≤2	E = 55%
=3	F = 40%
=4	G = 25%
	H = 10%

Or E, F, and G = 0, and #62 = 5

Reduction for Load Capacity:

a) Calculate AIT (Adjusted Inventory Tonnage) as follows:

When the 1st digit of #66 = 1, AIT = the 2nd & 3rd digits multiplied by 1.56;

USE 101 x 1.56 = 1.56

When the 1st digit of #66 = 2, AIT = the 2nd & 3rd digits multiplied by 1.00;

When the 1st digit of #66 = 3, AIT = the 2nd & 3rd digits multiplied by 1.56;

When the 1st digit of #66 = 4, AIT = the 2nd & 3rd digits multiplied by 1.01;

When the 1st digit of #66 = 5, AIT = the 2nd & 3rd digits multiplied by 0.77;

When the 1st digit of #66 = 6, AIT = the 2nd & 3rd digits multiplied by 0.67;

When the 1st digit of #66 = 9, AIT = the 2nd & 3rd digits multiplied by 1.00;

b) $$I = (36 - AIT)^{1.5} \times 0.2778$$

Note: If (36 - AIT) ≤ 0, then I = 0.

Limits: 55% to 0%

$S_1 = 55 - (A+B+C+D+E+F+G+H+I)$

$I = (36 - 1.56)^{1.5} \times 0.2778 = 56.15$

S_1 shall not be less than 0% nor greater than 55%

≈ 55

$S_1 = 55 - (40 + 55) = 0\%$

JAINSON BR. # 248
SMC 12/23/82

2. SERVICEABILITY AND FUNCTIONAL OBSOLESCENCE (30% maximum)

Rating Reductions (13% maximum)

If #58 (Deck Condition) is:	≤ 3	A = 5%
	= 4	A = 3%
#58 = 6	= 5	A = 1% — 0
If #67 (Structural Condition) is:	≤ 3	B = 4%
	= 4	B = 2%
#67 = 3	= 5	B = 1%
If #68 (Deck Geometry) is:	≤ 3	C = 4%
	= 4	C = 2%
#68 = 2	= 5	C = 1%
If #69 (Underclearances) is:	≤ 3	D = 4%
	= 4	D = 2%
#69 = N	= 5	D = 1% — 0
If #71 (Waterway Adequacy) is:	≤ 3	E = 4%
	= 4	E = 2%
#71 = 8	= 5	E = 1% — 0
If #72 (Approach Road Alignment) is:	≤ 3	F = 4%
	= 4	F = 2%
#72 = 6	= 5	F = 1% — 0

J = (A + B + C + D + E + F)

J shall not be less than 0% nor greater than 13%.

J = (0+4+4+0+0+0) = 8%

Width of Roadway Insufficiency (15% maximum)

Note: #1 applies to all bridges;
#2 applies to 1-lane bridges only;
#3 applies to 2 or more lane bridges;
#4 applies to all <u>except</u> 1-lane bridges.

and

X (ADT/Lane) = #29 (ADT) ÷ First 2 digits of #28 (Lanes)

Y (Width/Lane) = #51 (Bridge Rdwy. Width) ÷ First 2 digits of #28

X = 400/2 = 200

Y = 22.0/2 = 11.0

#1 - Use when the last 2 digits of #43 (Structure Type) are not 19 (Culvert): #32 = 26

If (#51 + 2 Ft.) < #32 (Approach Roadway Width) → G = 5%

22+2 = 24 < 26

JOHNSON BR. #248
SMC 12/23/82

NOTE: X = 200
Y = 11.0

#2 - For 1-lane bridges only.

If the first two digits of #28 (Lanes) are equal to 01 and:

If $Y < 14$	$H = 15\%$
If $Y \geq 14 < 18$	$H = 15\left(\frac{18-Y}{4}\right)\%$
If $Y \geq 18$	$H = 0\%$

#3 - For two or more lane bridges. If these limits apply, do not continue on to #4 as no lane width reductions are allowed.

If the first 2 digits of #28 = 02 and $Y \geq 16$	$H = 0\%$
If the first 2 digits of #28 = 03 and $Y \geq 15$	$H = 0\%$
If the first 2 digits of #28 = 04 and $Y \geq 14$	$H = 0\%$
If the first 2 digits of #28 $\geq$ 05 and $Y \geq 12$	$H = 0\%$

#4 - For all <u>except</u> 1-lane bridges.

If $Y < 9$ and $X > 50$	$H = 15\%$
If $Y < 9$ and $X \leq 50$	$H = 7.5\%$
If $Y \geq 9$ and $X \leq 50$	$H = 0\%$

If $X > 50$ but ≤ 125 and:

$Y < 10$	$H = 15\%$
$Y \geq 10 < 13$	$H = 15\left(\frac{13-Y}{3}\right)\%$
$Y \geq 13$	$H = 0\%$

If $X > 125$ but ≤ 375 and:

X = 200

Y = 11.0

$Y < 11$	$H = 15\%$
$Y \geq 11 < 14$	$H = 15\left(\frac{14-Y}{3}\right)\%$
$Y \geq 14$	$H = 0\%$

$H = 15\left(\frac{14-11}{3}\right) = 15\%$

Johnson Bo. #248
Smc 12/23/82

If X > 375 but ≤ 1350 and:

Y < 12	H = 15%
Y ≥ 12 < 16	$H = 15\left(\frac{16-Y}{4}\right)\%$
Y ≥ 16	H = 0%

If X > 1350 and:

Y < 15	H = 15%
Y ≥ 15 < 16	H = 15(16-Y)%
Y ≥ 16	H = 0%

"Width of Roadway Insufficiency" shall not be less than 0% nor greater than 15%.

Vertical Clearance Insufficiency - (2% maximum)

If #12 (Defense Road) > 0 and:

#12 = 0

#53 (VC over Deck) ≥ 1600	I = 0%
#53 < 1600	I = 2%

If #12 = 0 and:

#53 = 9999

#53 ≥ 1400	I = 0%
#53 < 1400	I = 2%

"Vertical Clearance Insufficiency" shall not be less than 0% nor greater than 2%.

$S_2 = 30 - \left[J + (G + H) + I\right]$ where J shall not exceed 13% and (G + H) shall not exceed 15%.

$S_2 = 30 - [8 + 5.0 + 15.0 + 0] = 30 - 28 = 2$

S_2 shall not be less than 0% nor greater than 30%.

$S_2 = 2.0\%$

JOHNSON BR. # 248
SMC 12/23/82

3. ESSENTIALITY FOR PUBLIC USE (15% maximum)

$K = \frac{S_1 + S_2}{85}$ $S_1 = 0$ $S_2 = 2.0$ $K = \frac{0+2.0}{85} = 0.023$

$A = \frac{\#29\ (ADT) \times \#19\ (Detour\ Length)}{200{,}000 \times K} \times 15$ A shall not be < 0% nor > 15%.

$A = 8.42 + 15 = 126$ USE 15%

#19 = 99

If #12 is > 0 B = 2%

If #12 = 0 B = 0%

$S_3 = 15 - (A + B)$

S_3 shall not be less than 0% nor greater than 15%.

$S_3 = 15 - (15+0) = 0$ $S_3 = 0\%$

4. SPECIAL REDUCTIONS (Use only when $S_1 + S_2 + S_3 \geq 50$)

(a) Detour Length Reduction:

$A = (\#19)^4 \times (5.205 \times 10^{-8})$ Max. = 5%

(b) If the 2nd and 3rd digits of #43 (Structure Type, Main) are 10, 12, 13, 14, 15, 16, 17, then:

B = 5%

(c) If 2 digits of #36 (Highway Safety Feature) = 0 C = 1%
If 3 digits of #36 = 0 C = 2%
If 4 digits of #36 = 0 C = 3%

$S_4 = A + B + C$

SUFFICIENCY RATING = $S_1 + S_2 + S_3 - S_4$

and Sufficiency Rating shall not be < 0 nor > 100

$S_1 = 0\%$

$S_2 = 2.0\%$

$S_3 = 0.\%$

SUFF. RATING = $0+2+0 = 2\%$

1983 Wheeler O'Xing Sec. 9706
Oregon Coast Hwy. (Grading,
structure, signing and landscaping) #2

1706

TO BE COMPLETED BY FHWA		
MONTHLY TRANSACTION NUMBER H-123	U.S. Department of Transportation Federal Highway Administration	Form Approved; O M B No. 04-R2089
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	State: Oregon
MODIFICATION NUMBER 5	4-16-84	County: Tillamook
		Project Number: F-BRF-2-5(11)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 22 , 19 83 , is hereby modified as follows:

	Former amount	Revised amount	
Estimated total cost of project	$ 2,977,524.00	$ 2,822,524.00	
Federal funds	$ 1,077,692.00	$ 1,077,692.00	(010)
Other revisions	1,403,965.00	1,279,965.00	(114)

This modification is made for the following reasons: To deobligate Appn Code 114 funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 6TH day of APR , 19 '89 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

MANAGER, PROGRAM SECTION
(Title)

XXX FOR: DONALD E. FORBES, P.E.

STATE HIGHWAY ENGINEER
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

FOR: DALE E. WILKEN

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon March 31, 1989

Federal-aid Project No. F-BRF-2-5(11)

Wheeler O'Xing Section
Oregon Coast Highway
Tillamook County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (Sta. 88+76.85 to Sta. 104+94)(Sta. 105+22 to Sta. 106+00)

Total from previous estimate of March 13, 1987	$ 833,077.00

Type Code X080
Structure, Br. #0714 (Sta. 104+94 to Sta. 105+22)

Total from previous estimate of March 13, 1987	$ 389,490.00

Type Code I000
Roadway (Sta. 106+00 to Sta. 111+36)(Sta. 114+57 to Sta. 117+50)

Subtotal from previous estimate of March 13, 1987	$ 949,033.44
Decrease in Construction Costs	(155,000.00)
Subtotal	$ 794,033.44
Engineering	108,161.56
Total	$ 902,195.00

Type Code X818
Structure, Br. #1051A (Sta. 111+36 to 114+57)

Total from previous estimate of March 13, 1987	$ 697,762.00

Length of Primary Roadway	0.321 mi.
Length of Structure, Primary	0.005 mi.
Length of Bridge Replacement Roadway	0.157 mi.
Length of Structure, Bridge Replacement	0.061 mi.
	0.544 mi.

Cost of Roadway Per Mile	$ 3,630,276.15

SUMMARY OF FUNDS

Description	Subjob	Appn Code	Pro-Rata	Total Cost	Federal Funds	State Funds
Roadway	011	010	88.15%	$ 833,077.00	$ 734,357.00	$ 98,720.00
Structure	011	010	88.15%	389,490.00	343,335.00	46,155.00
Roadway	021	114	80%	902,195.00	721,756.00	180,439.00
Structure	021	114	80%	697,762.00	558,209.00	139,553.00
Total				$2,822,524.00	$2,357,657.00	$ 464,867.00

Subjob 011 = 43%; Subjob 021 = 57%
Contract No. 09706
Prefix: C029-1475 (P.E.)
C09706

DCN:bkw

9704

TO BE COMPLETED BY FHWA		
MONTHLY TRANSACTION NUMBER		
PROJECT REPORT NUMBER		
MODIFICATION NUMBER 4		

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

1-17-87

Form Approved; O M B No. 04-R2089

State: OREGON

County: TILLAMOOK

Project Number: F-BRF-2-5(11)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 22 , 19 83 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,900,984	$ 2,977,524
Federal funds	$ 1,025,532	$ 1,077,692 (010)
Other revisions	1,390,070	1,403,965 (114)

This modification is made for the following reasons: To include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 17th day of APR , 19 87 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

By FOR: Larry Rulien

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon March 13, 1987

Federal-Aid Project No. F-BRF-2-5(11)

Wheeler O'Xing Section
Oregon Coast Highway
Tillamook County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (Sta. 88+76.85 to 104+94)(Sta. 105+22 to 106+00)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Temporary Signs	$ 9.00	94	$ 846.00	174.44	$ 1,570.00
Temporary Barricades	75.00	4	300.00	7	525.00
Temp. Cont. Rail Traffic Barriers, Reflec.	6.00	125	750.00	188	1,128.00
Temporary Striping	0.30	5,000	1,500.00	13,493.33	4,048.00
Ditch Excav.	7.00	470	3,290.00	1,381.43	9,670.00
General Excav.	2.90	8,550	24,795.00	9,339.31	27,084.00
Selected Embankment	6.00	7,730	46,380.00	11,841	71,046.00
3/4"-0 Aggregate Base	7.00	850	5,950.00	3,551.71	24,862.00
Asphalt Cement in Mixture	180.00	165	29,700.00		32,750.00
	SUBTOTAL		$113,511.00		$172,683.00

Increase	$ 59,172.00
SUBTOTAL from previous estimate of October 2, 1985	672,960.57
Subtotal	$732,132.57
Engineering	100,944.43
Total	$833,077.00

Type Code X080
Structure, Br. #0714 (Sta. 104+94 to Sta. 105+22)

TOTAL as on Estimate of October 2, 1985 $389,490.00

Type Code I0000
Roadway (Sta. 106+00 to Sta. 111+36)(Sta. 114+57 to Sta. 117+50)
Bridge Replacement Funding (BRF)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Temporary Striping	$ 0.30	3,000	$ 900.00	8,170	$ 2,451.00
Ditch Excav.	7.00	90	630.00	668.14	4,677.00
Selected Embankment	6.00	5,320	31,920.00	7,233.33	43,400.00
			$33,150.00		$50,528.00

Increase	$ 17,378.00
SUBTOTAL from previous estimate of October 2, 1985	931,655.44
Subtotal	$ 949,033.44
Engineering	108,161.56
Total	$1,057,195.00

Type Code X818
Structure, Br. #1051A (Sta. 111+36 to Sta. 114+57)

TOTAL as on Estimate of October 2, 1985 $ 697,762.00

Length of Primary Roadway ----------	0.321 mi.
Length of Structure Primary ----------	0.005 mi.
Length of Br. Replacement Roadway --------	0.157 mi.
Length of Structure Br. Replacement ------	0.061 mi.
TOTAL LENGTH	0.544 mi.

Cost of Roadway Per Mile ---------- $

SUMMARY OF FUNDS

Description	Sub Job	Appn Code	Pro-Rata	Total Cost	Federal Funds	State Funds
Roadway	011	010	88.15	$ 833,077	$ 734,357	$ 98,720
Structure	011	010	88.15	389,490	343,335	46,155
Roadway	021	114	80	1,057,195	845,756	211,439
Structure	021	114	80	697,762	558,209	139,553
TOTAL				$2,977,524	$2,481,657	$495,867

SubJob 011: 35%; SubJob 021: 65%
Contract No. 09706
Prefix: C029-1475
Prefix: C09706

DDB:pf

STATE COPY

TO BE COMPLETED BY FHWA		Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 10-8572	U.S. Department of Transportation Federal Highway Administration	State: Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County: Tillamook
MODIFICATION NUMBER 3		Project Number: F-BRF-2-5(11)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 22, 19 83, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,784,925	$ 2,900,984
Federal funds	$ 949,949 ~~1,365,817~~	$ ~~1,163,395~~ 1,737,589 (010) 1025,532. (114) 1,390,070.
Other revisions		

This modification is made for the following reasons: **to include increases in construction and construction engineering costs.**

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 15TH day of OCT, 19 85.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

XXX By **For: Larry Rulien**

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON OCTOBER 2, 1985

FEDERAL AID PROJECT NO. F-BRF-2-5(11)

WHEELER O'XING SECTION
OREGON COAST HIGHWAY
TILLAMOOK COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE I000
ROADWAY (STA. 88+76.85 TO STA. 104+94)
(STA. 105+22 TO STA. 106+00)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Class B Asphalt Concrete	$ 26.00	2,950	$ 76,700.00	3,912.55	$101,726.30
Asphalt Cement in Mixture	180.00	165	29,700.00	222.60	40,068.00
Roadside Seeding and Mulching	800.00	1	800.00	7.10	5,680.00
Select Drain Material (PA #9A)	11.00	---	---	416.86	4,585.46
Plant Beachgrass	---	3,910	---	2.30	8,993.00
Repair/Modification to Tide Gate (F.A. #4)	---	---	---	---	4,677.05
			$107,200.00		$165,729.81

Increase	$ 58,529.81
Subtotal from estimate of January 7, 1985	614,430.76
Subtotal	$ 672,960.57
Engineering	100,944.43
Total	$ 773,905.00

TYPE CODE X080
STRUCTURE, BRIDGE NO. 0714 (STA. 104+94 TO STA. 105+22)

Total as on estimate of January 7, 1985 $ 389,490.00

TYPE CODE I000
ROADWAY (STA. 106+00 TO STA. 111+36)(STA. 114+57 TO STA. 117+50)
BRIDGE REPLACEMENT FUNDING (BRF)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Class B Asphalt Concrete	$ 26.00	1,950	$50,700.00	2,587.45	$ 67,273.70
Asphalt Cement in Mixture	180.00	110	19,800.00	148.40	26,712.00
Roadside Seeding and Mulching	800.00	1	800.00	7.01	5,680.00
Select Drain Material (PA #9A)	11.00	---	---	176.37	1,940.07
Repair/Modification to Tide Gate (F.A. #4)	---	---	---	---	$ ---
			$ 71,300.00		$101,605.77

Increase	$ 30,305.77
Subtotal from estimate of January 7, 1985	901,349.67
Subtotal	$ 931,655.44
Engineering	108,161.56
Total	$1,039,827.00

TYPE CODE X181
STRUCTURE, BRIDGE NO. 1051A (STA. 111+36 TO STA. 114+57)

Total as on estimate of January 7, 1985 $ 697,762.00

Length of Primary Roadway	0.321 mi.
Length of Structure Primary	0 005 mi.
Length of Br. Replacement Roadway	0.157 mi.
Length of Structure Br. Replacement	0.061 mi.
TOTAL LENGTH	0.544 mi.

Cost of Roadway Per Mile $3,794,418.41

SUMMARY OF FUNDS (88.15%)(80%)

Description	Group	Appn Code	Total Cost	Federal Funds	State Funds
Roadway	1	010	$ 773,905.00	$ 682,197.00	$ 91,708.00
Structure	1	010	389,490.00	343,335.00	46,155.00
Roadway	2	114	1,039,827.00	831,861.00	207,966.00
Structure	2	114	697,762.00	558,209.00	139,553.00
Total			$2,900,984.00	$ 2,415,602.00	$ 485,382.00

Group 1 35%; Group 2: 65%; Group 8: 0.00%
Contract No. 9706
Prefix: 29-1475
Prefix: C09706
RLC:bkb

9706

TO BE COMPLETED BY FHWA		
MONTHLY TRANSACTION NUMBER 1-66-67	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State: OREGON
MODIFICATION NUMBER 2	1-9-85	County: TILLAMOOK
		Project Number: F-BRF-2-5(11)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 22, 19 83, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,585,357	$ 2,784,925
Federal funds	$ 826,901	$ 949,949 (010)
Other revisions	1,317,834	1,365,817 (114)

This modification is made for the following reasons: To include increases in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 9th day of January, 19 85.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

BXX FOR: H. S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JANUARY 7, 1985

FEDERAL AID PROJECT NO. F-BRF-2-5(11)

WHEELER O'XING SECTION
OREGON COAST HIGHWAY
TILLAMOOK COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE 1000
ROADWAY (Sta. 88+76.85 to Sta. 104+94)(Sta. 105+22 to Sta. 106+00)
PRIMARY FUNDING (F)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Temporary Striping	$ 0.30	5,000	$ 1,500.00	13,496	$ 4,048.80
Ditch Excavation	7.00	470	3,290.00	1,770.62	12,394.34
Coarse Aggregate Base	7.00	5,575	39,025.00	7,650	53,550.00
3/4"-0 Aggregate Base	7.00	850	5,950.00	2,892	20,244.00
Loose Riprap Class 700	25.00	570	14,250.00	732.8	18,320.00
Pit Run Material (PA #11)	5.50	3,252	17,886.00	3,575.5	19,665.25
Rev. Filter Fabric (PA #12)	1.35	--	--	9,082	12,260.70
Class 350 Riprap (PA #15)	21.00	--	--	2,583.1	54,245.10
Reshape Fill Failure (FA #2)	--	--	--	--	7,800.00
SUBTOTALS			$81,901.00		$202,528.19

Increase	$ 120,627.
SUBTOTAL from Estimate of October 18, 1984	493,803.57
SUBTOTAL	$ 614,430.76
Engineering	73,731.24
TOTAL	$ 688,162.00

TYPE CODE X080
STRUCTURE, BRIDGE NO. 0714 (Sta. 104+94 to Sta. 105+22)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Structure Excavation	$ 28.00	600	$16,800.00	876	$ 24,528.00
SUBTOTALS			$16,800.00		$ 24,528.00

Increase	$ 7,728.00
SUBTOTAL from Estimate of September 8, 1983	340,031.00
SUBTOTAL	$ 347,759
Engineering	41,731.
TOTAL	$ 389,490.00

TYPE CODE I000
ROADWAY (Sta. 106+00 to Sta. 111+36)(Sta. 114+57 to Sta. 117+50)
BRIDGE REPLACEMENT FUNDING (BRF)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Flagman	$ 20.00	825	$16,500.00	2,000	$ 40,000.00
Temporary Striping	0.30	3,000	900.00	8,173	2,451.90
Ditch Excavation	7.00	90	630.00	675	4,725.00
3/4"-0 Aggregate Base	7.00	1,150	8,050.00	1,647	11,529.00
36-Inch Culvert Pipe	29.00	174	5,046.00	490	14,210.00
Guard Rail, Type 2A	10.00	650	6,500.00	945	9,450.00
Pit Run Material (PA #11)	5.50	--	--	2,141.9	11,780.45
SUBTOTALS			$37,626.00		$ 94,146.35

Increase	$ 56,520.35
SUBTOTAL from Estimate of October 18, 1984	844,829.32
SUBTOTAL	$ 901,349.67
Engineering	108,161.33
TOTAL	$1,009,511.00

TYPE CODE X181
STRUCTURE, BRIDGE NO. 1051A (Sta. 111+36 to Sta. 114+57)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Reinforced Concrete Bridge End Panels	$ 71.00	220	$15,620.00	265.2	$ 18,829.20
SUBTOTALS			$15,620.00		$ 18,829.20

Increase	$ 3,569.20
SUBTOTAL from Estimate of September 8, 1983	619,432
SUBTOTAL	$ 623,001
Engineering	74,760.80
TOTAL	$ 697,762.00

Length of Primary Roadway ----------	0.321 mi.
Length of Structure Primary ----------	0.005 mi.
Length of Br. Replacement Roadway ---------	0.157 mi.
Length of Structure Br. Replacement -------	0.061 mi.
TOTAL LENGTH	0.544 mi.

Cost of Roadway Per Mile ---------- $3,551,617.15

SUMMARY OF FUNDS (88.15%)(80%)

DESCRIPTION	GROUP	CODE	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
Roadway	1	010	$ 688,162.00	$ 606,614.00	$ 81,548.00
Structure	1	010	389,490.00	343,335.00	46,155.00
Roadway	2	114	1,009,511.00	807,608.00	201,903.00
Structure	2	114	697,762.00	558,209.00	139,553.00
TOTAL			$2,784,925.00	$2,315,766.00	$469,159.00

Group 1: 35%; Group 2: 65%; Group 8: 0.00%
Contract No. 9706
Prefix: 29-1475
Prefix: 29-1015

WH:pf

9706

TO BE COMPLETED BY FHWA		Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 10-287 + 288	U.S. Department of Transportation Federal Highway Administration	State: OREGON
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County: TILLAMOOK
MODIFICATION NUMBER 1	10-1-84	Project Number: F-BRF-2-5(11)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 22 , 19 83 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$2,205,602	$ 2,585,357 826,901 (010)
Federal funds	$2,205,602	$ 1,317,834 (114)

Other revisions

(Note: Additional Federal Funds Collected - $ 80,388.40 (010)
$254,912.53 (114)

This modification is made for the following reasons: 1. "The project agreement executed 9-22-83 is modified to decrease Federal-aid participation to 88.15/80 percent in accordance with P.L. 97-424, Section 145".
2. To include increases in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 1st day of October , 19 84 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

BY FOR: H. S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON OCTOBER 18, 1984

FEDERAL AID PROJECT NO. F-BRF-2-5(11)

WHEELER O'XING SECTION
OREGON COAST HIGHWAY
TILLAMOOK COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE 1000
ROADWAY (Sta. 88+76.85 to Sta. 104+94)(Sta. 105+22 to Sta. 106+00)
PRIMARY FUNDING (F)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Flagmen	$ 20.00	675	$ 13,500.00	1,500	$ 30,000.00
Selected Embankment	6.00	7,730	46,380.00	12,000	72,000.00
Pit Run Material (PA #1)	5.50	--	--	3,252	17,886.00
Extend Wetland Ditch (FA #1)	--	--	--	--	30,000.00
Sub-Excavate & Backfill (FA #3)	--	--	--	--	15,471.82
SUBTOTALS		$ 59,880.00		$ 165,357.82	

Increase	$ 105,477.82
SUBTOTAL from Estimate of September 8, 1983	388,325.75
SUBTOTAL	$ 493,803.57
Engineering	61,725.43
TOTAL	$ 555,529.00

TYPE CODE X080
STRUCTURE, BRIDGE NO. 0714 (Sta. 104+94 to Sta. 105+22)

TOTAL as on Estimate of September 8, 1983 $ 382,534.00

TYPE CODE I000
ROADWAY (Sta. 106+00 to Sta. 111+36)(Sta. 114+57 to Sta. 117+50)
BRIDGE REPLACEMENT FUNDING (BRF)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Flagmen	$ 20.00	825	$ 16,500.00	1,500	$ 30,000.00
Selected Embankment	6.00	5,320	31,920.00	7,649.07	45,894.42
Trench Excavation	10.00	220	2,200.00	3,005	30,050.00
Granular Selected Embankment (PA #2)	6.75	--	--	16,336.2	110,269.35
Granular Selected Embankment (PA #4)	6.75	--	--	9,850	66,487.50
Temporary Concrete Shoulder Barrier (PA #10)	20.46	--	--	875	17,902.50
Rev. Filter Fabric (PA #12)	1.35	--	--	7,610	10,273.50
TOTALS			$ 50,620.00		$ 282,701.27

Increase	$ 232,081.27
SUBTOTAL from Estimate of September 8, 1983	612,748.05
SUBTOTAL	$ 844,829.32
Engineering	105,603.68
TOTAL	$ 950,433.00

TYPE CODE X181
STRUCTURE, BRIDGE NO. 1051A (Sta. 111+36 to Sta. 114+57)

TOTAL from Estimate of September 8, 1983 $ 696,861.00

Length of Primary Roadway ----------	0.321 mi.
Length of Structure Primary ----------	0.005 mi.
Length of Br. Replacement Roadway ----------	0.157 mi
Length of Structure Br. Replacement ---------	0.061 mi.
TOTAL LENGTH	0.544 mi.

Cost of Roadway Per Mile ---------- $3,150,548.12

SUMMARY OF FUNDS (88.15%)(80%)

DESCRIPTION	GROUP	CODE	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
Roadway	1	010	$ 555,529	$ 489,698	$ 65,831
Structure	1	010	382,534	337,203	45,331
Roadway	2	114	950,433	760,346	190,087
Structure	2	114	696,861	557,488	139,373
TOTAL			$2,585,357	$2,144,735	$440,622

~~Reimbursement 100% $2,205,602 Public Law 97-424, S 145~~
Group 1: 35%; Group 2: 65%; Group 8: 0.00%
Contract No. 9706
Prefix: 29-1475
Prefix: 29-1015

WH:pf

Form Approved; O M B No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 9-179-180	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 9-22-83	State OREGON County TILLAMOOK Project No. F-BRF-2-5(11)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Wheeler O'Xing

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION		0.544
OTHER *(Specify)*		

FUNDS PRO RATA 80% & 88.15%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
819,400.00 (010) *	722,300.00 (010)
$ 1,386,202.00 (114) *	$ 1,108,960.00 (114)

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Mary A. Potter

Manager, Program Section
(Title)

MX FOR: H. S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator 9-22-83

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON SEPTEMBER 8, 1983

FEDERAL AID PROJECT NO. F-BRF-2-5(11)

WHEELER O'XING SECTION
OREGON COAST HIGHWAY
TILLAMOOK COUNTY

PROJECT AGREEMENT ESTIMATE

TYPE CODE 1000
ROADWAY (Sta. 88 + 76.85 to Sta. 104 + 94)(Sta. 105 + 22 to Sta. 106 + 00)
PRIMARY FUNDING (F)

Furnishing Field Laboratory	0.4 each	4,000.00	$ 1,600.00
Mobilization	35% All Required		59,500.00
Temporary Protection and Direction of Traffic	55% All Required		2,750.00
Temporary Signs	93 Sq. Ft.	9.00	837.00
Temporary Barricades	4 Each	75.00	300.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	125 Lin. Ft.	6.00	750.00
Temporary Guard Rail, Type 1A, Reflectorized	38 Lin. Ft.	12.00	456.00
Temporary Guard Rail, Type 1A Modified, Reflectorized	38 Lin. Ft.	~~16.00~~ 12.00	456.00
Flagmen	675 Hour	20.00	13,500.00
Pilot Car	225 Hour	30.00	6,750.00
Temporary Striping	5,000 Lin. Ft.	0.30	1,500.00
Stripe Removal	5,000 Lin. Ft.	0.25	1,250.00
Clearing and Grubbing	40% All Required		16,000.00
Removal of Structures and Obstructions	40% All Required		200.00
Ditch Excavation	470 Cu. Yd.	7.00	3,290.00
General Excavation	8,550 Cu. Yd.	2.90	24,795.00
Selected Embankment	7,730 Cu. Yd.	6.00	46,380.00
Finishing Roadbed and Slopes	60% All Required		3,000.00
Watering	150 M-Gal	5.00	750.00
Roadwork Filter Fabric	5,750 Sq. Yds.	~~2.00~~ 1.00	5,750.00
Structure Filter Fabric	260 Sq. Yds.	2.00	520.00
Coarse Aggregate Base	5,575 Ton	7.00	39,025.00
3/4"-0 Aggregate Base	850 Ton	7.00	5,950.00
Class "B" Asphalt Concrete Mixture	2,950 Ton	26.00	76,700.00
Asphalt Cement in Mixture	165 Ton	180.00	29,700.00
Gravel Drain Material	175 Cu. Yd.	21.00	3,675.00
Guard Rail, Type 2A	925 Lin. Ft.	10.00	9,250.00
Guard Rail, Type 3	100 Lin. Ft.	19.00	1,900.00

Guard Rail Anchors, Type 1	2	Each	250.00	500.00
Guard Rail Anchors, Type 2	1	Each	325.00	325.00
Rail End Pieces, Type B	1	Each	45.00	45.00
Rail End Pieces, Type C	4	Each	60.00	240.00
Extra for Asphalt Approaches	2	Each	200.00	400.00
Loose Riprap, Class 700	570	Cu. Yd.	25.00	14,250.00
Filter Blanket	100	Cu. Yd.	10.00	1,000.00
Delineators, Type 2	20	Each	15.00	300.00
Delineators, Type 4	3	Each	10.00	30.00
Removal of Existing Sign Installations	50%	All Required		150.00
Wood Sign Posts	25%	All Required		87.50
Type "C" and "D" Signs in Place	46	Sq. Ft.	8.00	368.00
Type "U" Signs in Place	15	Sq. Ft.	12.00	180.00
Roadside Seeding and Mulching	1	Acre	800.00	800.00
Furnishing and Planting Trees	15	Each	45.00	675.00
Furnishing and Planing Shrubs	554	Each	5.50	3,047.00
Furnishing and Planting Willow Cuttings	1,045	Each	2.45	2,560.25
Bark Mulch	28	Unit	128.00	3,584.00
				$385,075.75

ANTICIPATED ITEMS

Permanent Pavement Striping	50%	All Required		$ 1,250.00
Temporary Erosion Control		All Required		2,000.00
				$ 3,250.00
		SUBTOTAL		$388,325.75
		Engineering		48,540.25
		TOTAL		$436,866.00

TYPE CODE X080
STRUCTURE, BRIDGE NO. 0714 (Sta. 104 + 94 to Sta. 105 + 22)

Bridge Removal Work		All Required		$ 11,000.00
Sharing, Cribbing, Etc.		All Required		35,000.00
Structure Excavation	600	Cu. Yd.	28.00	16,800.00
Furnish Pile Driving Equipment		All Required		3,000.00
Furnish Prestressed Concrete Piling	2,484	Lin. Ft.	14.00	34,776.00
Drive Prestressed Concrete Piles	1,725	Lin. Ft.	8.00	13,800.00
Steel Sheet Piling	1,100	Sq. Ft.	15.00	16,500.00
Structural Concrete, Class 3300 (421 C.Y. @ $240)		All Required		105,000.00
4' x 35'/40' Prestressed Slabs	16	Each	2,200.00	35,200.00
Coated Reinforcement (41,200 lbs. @ $0.65)		All Required		29,000.00

Reinforced Concrete Bridge End Panels	285 Sq. Yds.	75.00	21,375.00
Tide Gates	5 Each	3,300.00	16,500.00
Membrane Waterproofing	260 Sq. Yd.	8.00	2,080.00
		SUBTOTAL	$340,031.00
		Engineering	42,503.00
		TOTAL	$382,534.00

TYPE CODE I000
ROADWAY (Sta. 106 + 00 to Sta. 111 + 36)(Sta. 114 + 57 to Sta. 117 + 50)
BRIDGE REPLACEMENT FUNDING (BRF)

Furnishing Field Laboratory	0.6 Each	4,000.00	$ 2,400.00
Mobilization	65% All Required		110,500.00
Temporary Protection and Direction of Traffic	45% All Required		2,250.00
Temporary Signs	111 Sq. Ft.	9.00	999.00
Temporary Barricades	10 Each	75.00	750.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	225 Lin. Ft.	6.00	1,350.00
Flagmen	825 Hour	20.00	16,500.00
Pilot Car	275 Hour	30.00	8,250.00
Temporary Striping	3,000 Lin. Ft.	0.30	900.00
Stripe Removal	3,000 Lin. Ft.	0.25	750.00
Clearing and Grubbing	60% All Required		24,000.00
Removal of Structures and Obstructions	60% All Required		300.00
Ditch Excavation	90 Cu. Yd.	7.00	630.00
General Excavation	49,400 Cu. Yd.	2.90	143,260.00
Surcharge Removal	3,600 Cu. Yd.	2.50	9,000.00
Selected Embankment	5,320 Cu. Yd.	6.00	31,920.00
Trench Excavation	220 Cu. Yd.	10.00	2,200.00
Finishing Roadbed and Slopes	40% All Required		2,000.00
Watering	500 M-Gal.	5.00	2,500.00
Roadwork Filter Fabric	7,600 Sq. Yds.	1.00	7,600.00
Coarse Aggregate Base	7,425 Ton	7.00	51,975.00
3/4"-0 Aggregate Base	1,150 Ton	7.00	8,050.00
Class "B" Asphalt Concrete Mixture	1,950 Ton	26.00	50,700.00
Asphalt Cement in Mixture	110 Ton	180.00	19,800.00
12-inch Culvert Pipe	298 Lin. Ft.	12.00	3,576.00
36-inch Culvert Pipe	174 Lin. Ft.	29.00	5,046.00
Concrete Manholes	1 Each	1,600.00	1,600.00
Concrete Inlets, Type G-1	1 Each	450.00	450.00
Concrete Inlets, Type B	1 Each	900.00	900.00
Guard Rail, Type 2A	650 Lin. Ft.	10.00	6,500.00
Guard Rail, Type 3	100 Lin. Ft.	19.00	1,900.00
Guard Rail Anchors, Type 1	2 Each	250.00	500.00
Guard Rail Anchors, Type 2	1 Each	325.00	325.00

Rail End Pieces, Type B	1 Each	45.00	45.00
Rail End Pieces, Type C	3 Each	60.00	180.00
Extra for Asphalt Approaches	5 Each	200.00	1,000.00
Drainage Curbs	20 Lin. Ft.	5.00	100.00
Delineators, Type 2	16 Each	15.00	240.00
Delineators, Type 3	4 Each	15.00	60.00
Delineators, Type 4	5 Each	10.00	50.00
Removal of Existing Sign Installations	50% All Required		150.00
Wood Sign Posts	75% All Required		262.50
Type "C" and "D" Signs in Place	49 Sq. Ft.	8.00	392.00
Type "EE" Signs in Place	13 Sq. Ft.	10.00	130.00
Type "U" Signs in Place	117 Sq. Ft.	12.00	1,404.00
Roadside Seeding and Mulching	1 Acre	800.00	800.00
Furnishing and Planting Trees	5 Each	45.00	225.00
Furnishing and Planting Shrubs	726 Each	5.50	3,993.00
Furnishing and Planting Willow Cuttings	319 Each	2.45	781.55
Bark Mulch	18 Unit	128.00	2,304.00
			$531,498.05

ANTICIPATED ITEMS

Railroad Protective Cost	All Required	$ 80,000.00
Permanent Pavement Striping (50%)	All Required	1,250.00
		$ 81,250.00
	SUBTOTAL	$612,748.05
	Engineering	76,592.95
	TOTAL	$689,341.00

TYPE CODE X181
STRUCTURE, BRIDGE NO. 1051A (Sta. 111 + 36 to Sta. 114 + 57)

Bridge Removal Work	All Required		$ 16,000.00
Shoring, Cribbing, Etc.	All Required		10,000.00
Structure Excavation	890 Cu. Yd.	14.00	12,460.00
Structure Excavation Below Elevations shown	90 Cu. Yd.	20.00	1,800.00
Furnish Pile Driving Equipment	All Required		15,000.00
Furnish HP 10 x 42 Steel Piling	2,672 Lin. Ft.	15.00	40,080.00
Drive Steel Piling	2,672 Lin. Ft.	1.00	2,672.00
Structural Concrete, Class 3300 (630 C.Y.)	All Required		178,000.00
Structural Concrete, Class 4500 (335 C.Y.)	All Required		84,000.00
60'/65' Type III Prestressed Beams	7 Each	4,700.00	32,900.00
85'/90' Type III Prestressed Beams	21 Each	5,900.00	123,900.00

Coated Reinforcements (151,000 lbs.)	All Required		87,000.00
Reinforced Concrete Bridge End Panels	220 Sq. Yd.	71.00	15,620.00
		SUBTOTAL	$619,432.00
		Engineering	77,429.00
		TOTAL	$696,861.00

Length of Primary Roadway ---------- 0.321 mi.
Length of Structure Primary ---------- 0.005 mi.
Length of Br. Replacement Roadway ---------- 0.157 mi.
Length of Structure Br. Replacement ---------- 0.061 mi.

TOTAL LENGTH 0.544 mi.

Cost of Roadway Per Mile ---------- $2,356,081.59

SUMMARY OF FUNDS (88.15%)(80%)

DESCRIPTION	GROUP	CODE	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
Roadway	1	010	$ 436,866	$ 385,097	$ 51,769
Structure	1	010	382,534	337,203	45,331
Roadway	2	114	689,341	551,472	137,869
Structure	2	114	696,861	557,488	139,373
TOTAL			$2,205,602	$1,831,260	$374,342

Reimbursement 100% $2,205,602 Public Law 97-424, S 145
Group 1: 35%; Group 2: 65%; Group 8: 0.00%
Contract No. 9706
Prefix: 29-1475
Prefix: 29-1015

DAR:pf

jc cc: OSHD (Rulien)

STATE COPY

US Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	4	Tillamook	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
9/25/87	D. B. Carter, Area Engineer	F-BRF-2-5(11)

COMPLETION DATE (Actual)	ACCEPTANCE DATE BY CONRTACT AGENCY	TIME ELAPSED	CONTRACT TIME
11/4/85	3/11/87	100 %	400 Calendar Days

LOCATION

Approximately one mile north of the community of Wheeler on US 101

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

WHEELER OVERCROSSING
OREGON COAST HIGHWAY
Grading, Paving & Structures

This project provided for the upgrading of approximately 1/2 mile of the Oregon Coast Highway and the replacement of two existing structures.

The final amount of the original contract bid items was $2,027,950.99, or a 8.1 percent overrun of the contract bid amount of $1,876,036.80. The final cost of the project including all changes and engineering was $2,899,367.10. A copy of the engineer's statement of overruns and underruns is attached to the Division Office copy of this report. Area Engineer Kappus's final inspection report also discusses some of the project changes.

The contractor used 509.5 days to complete the work under the project. The contract provided 400 calendar days. The contractor requested a time extension and was granted 109.5 days which eliminated all liquidated damages on the project.

All participating work has been completed. All project signing and striping is complete.

A final inspection of the completed work was made on April 28, 1986.

- DBC -

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
NOV 12 '87
REFER TO
Fredrickson
FOR
Info | Inves | R/D | D/R | Sign | Act | File

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: David B Carter		SIGNATURE: R H Zimbrick	
TITLE: Area Engineer	DATE: 9/25/87	TITLE: District Engineer A	DATE: 9-25-87

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED

April 10, 1987

CON 5 - 9706

Hansen and Rowland, Inc. of Oregon
5319 S.W. Westgate Drive, #139
Portland, OR 97221

On March 19, 1987, we wrote to you concerning release of final payment on Contract No. 9706 awarded to Hamilton Construction Co. (Oregon) for work on the Wheeler Overcrossing Section of the Oregon Coast Highway in Tillamook County.

Final payment on this contract is $2,240.58, and the total contract amount is $2,421,116.09, including $67,619.39 for work performed under force account.

Fran Neavoll
COMMISSION SERVICES

slp
cc: Hamilton Construction Co. (Oregon)
P. O. Box 659
Springfield, OR 97477

Transamerica Insurance Co.
1150 South Olive Street
Los Angeles, CA 90015

bc: C. O. Fredrickson
Walt Hart
Highway Accounting
Bill Anhorn

RECEIVED
STATE HWY ENGR
DEC 8 '86
REFER TO
FOR
CON 5
9706

December 4, 1986

Hamilton Construction Co. (Oregon)
P. O. Box 659
Springfield, OR 97477

RE: Time Extension Request
Wheeler O'Xing
Contract No. 9706
FAP No. F-BRF-2-5(11)

Your request for additional contract time in which to complete the above project has been thoroughly reviewed. You have requested an additional 130 calendar days for five stated causes.

Item No. 1. You have requested an additional seven calendar days due to extra work at Gallagher Slough Bridge. Some of this work was original contract work. As close as we can determine, the additional work warrants a contract time adjustment of an additional three calendar days and that amount of time is granted.

Item No. 2. You have requested an additional 23 calendar days due to a change in the subgrade construction. A review of the project records indicates that this design change required an additional 56 calendar days of contract time and that amount of time is granted.

Item No. 3. You have requested an additional 32 calendar days due to an additional construction stage at Wheeler O'Xing. A review of the project records indicates that the added work required an additional 21 calendar days and this amount of time is granted.

Item No. 4. You have requested an additional five calendar days due to the construction of starter walls at Gallagher Slough. These walls were constructed for your convenience and this portion of your request is denied.

Item No. 5. You have requested an additional 63 calendar days due to a paving delay resulting from Item No. 3, work done under Price Agreement No. 15, an additional traffic switch at the intersection of Highways 101 and 53, and job impact delays. A review of the project records indicates that the performance of work under Price Agreement No. 15 required an additional nine calendar days and that amount of time is granted. The remaining requests under this item did not delay project completion and are denied.

Work done under Extra Work Order No. 1 and Price Agreement No. 16, wetland mitigation grass, required an additional 16 calendar days and that amount of additional time is granted.

Final project records indicate that the redesign of the embankment and surcharge resulted in an additional 12,000 cubic yards of embankment construction. This required several days and warrants the additional 4½ calendar days necessary to eliminate all liquidated damages under this contract.

In summary, a contract time adjustment of an additional 109½ calendar days is granted for the reasons stated above. The adjusted contract time of completion of this project is 509½ calendar days. This will eliminate all liquidated damages under this contract.

W. E. Schwartz
Assistant State Highway Engineer

WES:OBJ:kjm

bc: C. O. Fredrickson
Bill Anhorn w/attach.
Bill Piete w/attach.
FHWA w/attach.
Bruce Walton w/attach.

STATE OF OREGON

INTEROFFICE MEMO

TO: Ken Husby
Region 2 Const. Engr.

DATE: Sept. 22, 1986

FROM: William H. Piete
Project Manager

SUBJECT: Wheeler O-Xing
Contract 9706
Time Extension

12-4-86
W. E. Schwartz - Region
I concur with
and Project Manager.

CE ___ CAE ___ COE ___ OM ___ OE ___ CA ___ CAM ___ EEO ___

RECEIVED
SEP 9 1986
SECTION

SPC ___ TC ___ CC ___ CP ___ FILE ___

I have reviewed the time extension recommendations that Hobart Hicks wrote for this project and have found several items that should be reconsidered. I have numbered my recommendations in the same manner as in Hobie's review.

Item #1 - Hobie recommended 0 days for the extra time required to perform the Extra Work in the vicinity of the Gallagher Slough Bridge. Even though I agree with Hobie's comments that this work could have been done without significantly affecting the project, the extra work at Gallagher Slough took about 5 days to complete and should be considered for an increase in time.

A portion of this work was part of and would have been paid under the applicable bid items in the original contract. Due to the difficulty in separating the contract work from the extra work, all of the earth work in this area was performed and paid as extra work. I estimate that the work beyond the original contract took about 3 days. I recommend 3 days for this portion. Van Cleave Agrees. KEH

Item #2 - Hobie recommended 23 days for the time lost negotiating and eventually rejecting the Cement Treated Subgrade proposal.

The Cement Treated Subgrade was not the reason for the delays but a proposed solution to the problems with the material used to reconstruct the embankment. Although the Cement Treated Subgrade proposal took quite some time to negotiate and eventually reject, the contractor was told to continue as if it was not pending.

faulty design + improper const. at direction of Proj Mgr. Van Cleave. KEH

The original embankment, which was constructed during Bud VanCleave's tenure, failed during construction. The surcharge and counter balance were redesigned and reconstructed during the winter of 1983-84 under Price Agreement No. 2. The material source for the new embankment was a gravel bar on the Nehalem River. This source contained a high percentage of silt and obviously a very high moisture content.

In the spring and early summer of 1984 the contractor began removing the surcharge and hauling the material to the embankment area North of Gallagher slough. The material still contained a very high

moisture content and proved to be very resistant to efforts to dry it out. contractor made substantial effort to dry material.

The weather before June 10th was much too wet to perform earth work. The wet weather was reasonably predictable and should have been considered in the project scheduling. The time from June 10, 1984, when the weather was suitable for earth work, until August 4, 1984, the date Hamilton Const. was given verbal notice to proceed with the selected subgrade material, should be considered for an increase in time. Agree. Delay was entirely ours. KCH. Van Clark agrees.

I recommend that additional time be granted due to the change in embankment material. All of the time from June 10, 1984 thru August 4, 1984 should be granted for a total of 56 days. Agree.

Item #3 (a) - Hobie recommended 4 days for the extra time required to set and remove the temporary concrete barrier which was added under Price Agreement No. 10. I agree with his recommendation of 4 days. Agree.

Item #3 (b) - Hobie recommended 17 days for the extra time required to stage construct the impact panels. Although staging of the impact panel at Bent 5 should have been anticipated, the staging of the impact panel at Bent 1 was not clearly indicated. The time requested to pour and cure the impact panels seems reasonable. I agree with his recommendation of 17 days. Agree.

Item #3 (c) - Hobie recommended 0 days for the extra time required to place the embankment and aggregate base for Stage 2. The grading and surfacing for Stage 2 should have been anticipated in the contractor's schedule. I agree with Hobie's recommendation of 0 days. Agree.

Item #4 - Hobie recommended 0 days for the extra time required to construct the starter walls. The starter walls at Gallagher Slough were constructed for the contractor's convenience. The soil under the abutment walls was extremely soft but the abutments were pile supported and as such did not require any additional support. The difficult construction conditions could have been predicted if the foundation data on the plans had been considered. I agree with Hobie's recommendation of 0 days. Agree.

Item #5 - Hobie recommended 9 days for the extra time required to construct the rip rap. The rip rap was added by Price Agreement No. 15 and should be considered for extra time. I agree with Hobie's recommendation of 9 days. Agree.

Item #6 - Hobie recommended 0 days for the extra time required to construct the temporary connection. The temporary connection at Highway 53 was requested by Hamilton Construction to allow an early completion of the earthwork and surfacing north of Gallagher Slough. Although this extra stage benefited the various subcontractors it did not noticeably affect the balance of the project. I agree with Hobie's recommendation of 0 days. Agree

Item #7 - Hobie recommended 0 days for the extra time required to complete the project in 1985. Contrary to Hobie's stated reasons, not all of the work done in 1985 was original contract work. The leveling on the base lift of pavement was more extensive than it would have been if the paving was completed in 1984. The fills had settled during the winter, significantly increasing the amount of patching and leveling that was required before the wearing coarse was placed. Three days were spent patching and leveling. I disagree with Hobie's reasons and recommend 3 days for this portion. Agree. Could not have been anticipated. State benefited much.

Item #8 - Hobie recommended 0 days for the extra time required to redesign and reconstruct the embankment.

I discussed this item with Bud VanCleave. He recalls that it took about 3 days to redesign the surcharge and counter balance. The Memo To The File (3-21-86) states that the repair work was started Oct. 27, 1983 and that the embankment was completed Nov. 28, 1983 for a total of 33 days. The final project quantities indicate the addition of about 12,000 Cu. Yd. to the original 71,000 Cu. Yd. of embankment.

Although a substantial portion of the embankment was part of the original earthwork quantity, I estimate that the work added under P.A. No. 2 took about 1/3 of the 33 days. Bud VanCleave had agreed that about 10 was appropriate for the extra embankment.

I recommend that 3 days granted for the redesign of the embankment and that 11 days be granted for the additional material for a total of 14 days. Agree.

EWO #1 & PA 16 - Hobie recommended 16 days for the extra time required plant the European Beach Grass in the wetland mitigation ponds. This work was added by Extra Work Order No. 1 and Price Agreement No. 15 16. and should be considered for extra time. I agree with Hobie's recommendation of 16 days. Agree.

In summary I can justify an additional 122 days to be added to the contract time. There are currently 109.5 days held for liquidated damages. I recommend that the entire 109.5 days of excess time be granted in a time extension.

cc: Construction Engr. w/original order
and attachments described above.
Approval is recommended.
Remarks 9-26-86

Kenneth E Hudson
REGION II CONSTRUCTION ENGINEER

9761

COM 5 - 10,285, 9706, 8949

Ron Kleinschmit
Contract Claims Coordinator

October 21, 1986

George Bell
Assistant Director

Litigation Request for Discovery
Complaint No. CC86-2168

As requested in your memo of October 17, 1986, we are enclosing documents concerning the following three contracts:

Contract No. 10,285 Mocon Corporation Cannon Beach Junction Section Oregon Coast Highway Clatsop County	Certified copy of the Bidder's proposal Certified copy of Contract No. 10,285 Xerox copies of the minutes of the Commission meeting of July 22, 1986, pages 6794, 6798, 6805-6810, and 6819-6821 concerning the award of the contract.
Contract No. 9706 Hamilton Construction Co. (Oregon) Wheeler O'Xing Section Oregon Coast Highway Tillamook County	Certified copy of the Bidder's proposal Certified copy of Contract No. 9706 Xerox copies of the minutes of the Commission meeting of September 20, 1983, pages 5261, 5264, 5279-5282 and 5297-5299 concerning the award of the contract.
Contract No. 8949 Harry Claterbos Co., JV S. Unit, Astoria-Camp Rilea Section Oregon Coast Highway Clatsop County	Certified copy of the Bidder's proposal Certified copy of Contract No. 8949 Xerox copies of the minutes of the Commission meeting of June 19, 1979, pages 3084, 3086, 3103-3108, and 3129-3131 concerning the award of the contract.

Our written correspondence would be filed in the General Files, and you have asked Caroline Philp for this information.

FKN:slp
Enclosures

STATE OF OREGON

INTEROFFICE MEMO

Highway Construction 378-6318 CLAIM FILE #10285
CONFIDENTIAL

TO: Caroline Philp
General Files

DATE: October 17, 1986

FROM: Ron Kleinschmit Ron
Contract Claims Coordinator

3 contracts

SUBJECT: Canon Beach Junction
Contract No. 10285 ① (C08949 ② and C09706) ③
Hwy. 26/101
Clatson County
Mocon vs State of Oregon
Litigation Request for Discovery
Complaint No. CC86-2168

This memo is to be treated as confidential, prepared at the request and direction of William Cloran, Assistant Attorney General for the State of Oregon, representing the Highway Division in this matter. No copies, except those listed below as addressees, should be made or distributed without conferring with Mr. Cloran. This memo should be filed in a separate file in the contract records, marked as Litigation CC86-2168 File.

The contractor on the above project, Mocon, Inc., has filed litigation related to a construction claim. Attached is a copy of a formal request for discovery related to that litigation. Please read the request carefully. Failure of the Division to produce the documents in a timely fashion is usually detrimental to our position.

Please assemble the documents in your possession, pack them in standard storage boxes (large archive boxes are okay for rolls of X-sections, maps, etc.), prepare an inventory of the included information suitable for indexing and return receipt acknowledgement. Clearly mark each carton as to originator, number the cartons, and make arrangements to have them shipped or delivered to the Construction Office in care of myself.

If the files in your possession may not be removed from their area due to Administrative Rule, please prepare the same inventory and submit to me. It is preferred that machine copies be sent with the inventory rather than scheduling a discovery at your site. Items 8 and 9 may require retrieval of information from Archives. These contracts (Wheeler O'Xing, C09706 and S. Unit Astoria, Camp Rilea, C08949) are unusual to this contract; however, they are important.

Special attention should be given to Items 4, 14, 16, 17, 18 and 21. These items are very general in nature. If you have any manuals or design criterial information that you use in relation to the design or construction of embankments (exclusive of the contract documents or con-

struction manual), please direct my attention to these. It is important to make a good faith effort to identify these documents and arrange for their review, if possible. If you are aware of any document or index that would identify information relating to Items 8, 9 or 16 that I have not covered, please let me know.

The date for delivery to this office is by October 24, 1986, to allow the Division's attorney time to review the documents as to discoverability. If for any reason you cannot make this date, please notify me immediately.

If you have no documents in your possession or under the control of your Section, simply note same on a copy of this letter and return to me. Particular effort should be made to locate all forms of diaries and telephone logs. These are often overlooked, as they may not be job specific, but contain important information. Since this is a claim relating to earthwork, all relative data as to geologic and/or subsurface conditions, as well as pre-bid conversations, are very important.

This is an active project and production of the contract pay notes and other active information is undoubtedly difficult at this juncture. Please let me know of any problems you will encounter at your earliest convenience. Thank your for your assistance. Every effort will be made to return the documents to you in a timely fashion.

RK:mk

Attach.

cc: With Request Attached:

Ken Karnosh
Bruce Walton
Carol Lopez
Jan Henry, Contract Acct.
Fran Neavoll, Comm. Services
Walter Hart, Bridge Design
Bob Pool, Location
William Geibel, Prelim. Design
Tom Falls, Project Manager
Bob West, Region 2 Geologist
Art Louie
Chet Anderson - Any data or diaries?
Bill Piete - Any data or diaries?
Eldon Everton - Any data or diaries?
Wendell Stanley - Any data or diaries? Re conversations?
Ron Kleinschmit

Roger Gebauer
Herm Mitzel, Materials
Ed Johnsen, Geotech
Ken Husby, Region 2 Engineer
D. O. Christensen, Road Design
Ted Litchfield, Specifications
Wayne Cobine, Final Design
Ron Noble, Base Design
Cam Gilmore, Environmental
Gary Potter, Program Manager

William Cloran w/o attach.

10166m

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF CLATSOP

MOCON CORPORATION, Plaintiff, v. STATE OF OREGON, acting by and through its Transportation Commission, Department of Transportation, Oregon State Highway Division, Defendant.	No. CC86-2168 PLAINTIFF'S FIRST REQUEST FOR PRODUCTION OF DOCUMENTS

To: Defendant and Its Attorney William F. Cloran, Assistant Attorney General, Department of Justice, State of Oregon:

Pursuant to ORCP 43, plaintiff requests defendant to produce the following documents for plaintiff's inspection and copying at the offices of Paul R. Meyer, P.C., Suite 1900, 900 S.W. Fifth Avenue, Portland, Oregon 97204-1228, on Monday, October 27, 1986 at 2 p.m., or at such other place as may be mutually agreed.

INSTRUCTIONS

As used in this request, the term document or documents means without limitation the following items, whether printed, written or reproduced by any mechanical or electric process, or written or produced by hand: agreements, contracts, communications, correspondence, telegraphically exchanged messages, telegrams, summaries or records of telephone or personal conversations, meetings or interviews, diaries, graphs, reports, notebooks, plans, summaries, or other records of meetings or

PAUL R MEYER, P.C.

conferences, summaries or reports of investigations or of negotiations, opinions or reports of consultants, financial statements, ledgers, journals, invoices, delivery tickets, statements, billings, purchase orders, or computerized printouts of any of the foregoing.

Whenever the term "the Project" is used in this request, it shall refer to the Cannon Beach Jct. Job, which is the subject of this litigation.

1. All documents reflecting or relating to geological studies made of the soils in the Project site, including all communications and discussions concerning and conclusions reached with respect to said studies.

2. All documents reflecting the geotechnical work performed in developing and preparing the plans and specifications for the Project, including all communications, discussions and conclusions relative thereto.

3. All documents reflecting or relating to the design and determination of the specifications relative to the excavation and embankments on the Project, including all communications, discussions, conclusions and opinions expressed by any person or entity relative thereto.

4. All documents reflecting the construction of embankments on any portions of the Oregon Coast Highway (U.S. 101) from Astoria to Brookings during the past ten years, as relates to:

* * *

PAUL R MEYER PC

(a) Specifications for construction of embankments for roadbeds;

(b) The moisture requirements for the construction of said embankments;

(c) Actual moisture or embankment construction;

(d) Change orders, claims, disputes or other controversies arising over the moisture content of soils used for embankment on any portion of the Coast Highway.

5. All documents reflecting all studies performed of the Project area, soils and embankments subsequent to the beginning of the Project by Mocon, including inspection reports, communications, decisions with respect to the use of soils with more than optimum moisture for embankments, communications, discussions, opinions and conclusions expressed by Highway Division personnel or persons with whom the Highway Division was in communication relating to the excavation and embankments on the Project.

6. All documents reflecting consideration of alternative designs for the excavation and building of embankments on the Project both prior to and subsequent to the execution of the Contract.

7. All documents reflecting communications between the Highway Division and the Federal Highway Administration or other federal, state or local governmental agency relative

* * *

PAUL P MEYER PC

to the Project and relating to excavation and embankment construction on the Oregon Coast from January 1, 1980 to date.

8. All documents reflecting claims or disputes involving Hamilton Construction at or near Wheeler, Oregon for the State Highway Division.

9. All documents reflecting or relating to disputes or performance of embankment work on the Harry Clatterbos Job in the Astoria/Warrenton area for the State Highway Division.

10. All documents relating to the conference held between the contractor and the State Highway Division on or about August 19, 1986.

11. All documents reflecting the reasons why the State Highway Division issued Change Order No. 8.

12. All documents reflecting bid schedules for all bidders on this job.

13. All documents reflecting pre-bid questions or inquiries by any bidders concerning the Project and the responses by State Highway Division personnel.

14. All documents reflecting what the State Highway Division deems to be practical or standard construction methods for drying embankment material from excavations on the Project.

15. All documents substantiating the contention made in William Anhorn's letter to Mocon dated September 22, 1986, in which he indicates that the difficulties encountered by Mocon

* * *

PAUL R. MEYER, P.C.

arise because Mocon "has not properly placed and dried the material using methods proven in the industry."

16. To the extent not covered by the above requests, all documents reflecting problems encountered by the State Highway Division, or any of its contractors, on all projects in the coastal areas of the state of Oregon during the past five years relative to the drying of materials and the reaching of optimum moisture or any other moisture level, including reference to the techniques and materials used by the contractors to attempt to dry materials.

17. All documents reflecting research performed by the State Highway Division relative to the manner and method of drying materials to be used in embankment along the Coast Highway and other coastal jobs.

18. All documents reflecting information, opinions or conclusions concerning the size of disks to aerate and dry materials.

19. All documents reflecting the data, reasoning, discussion and motivation concerning why the State Highway Division proposed Price Agreement No. 9.

20. All documents relating to what constitutes "depreciable deflection or reaction under the compacting equipment involved," as set forth in proposed Price Agreement No. 9.

21. All documents reflecting any criticism of the Plans and Specifications prepared by the State Highway Division

PAUL R. MEYER, P.C.

for this job, both pre-award and post-award, exclusive of those made by contractor in this case, whether such criticisms came from personnel within the Highway Division or from any other agency or person.

22. All documents reflecting any consideration given to revise specifications relating to excavation and embankment not already included in the above requests.

PAUL R. MEYER, P.C.

By PAUL R. MEYER
Paul R. Meyer (53073)
Attorney for Plaintiff

PAUL R. MEYER, P.C.

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES 16

TO: Bill Piete
Project Manager

DATE: May 29, 1986

FROM: Fred Eriksen
Fred Eriksen
Design Supervisor

SUBJECT: Wheeler Overcrossing (Wheeler) Section
Oregon Coast Highway
Tillamook County

After reading over the Statement of Overruns and Underruns and the explanations given, it was easy to understand why the cost escalated.

The problems of engineering overruns have been with us a long time. Each project seems to have its own particular set of circumstances for over or underrunning. Apparently, commuting costs were a major factor in this case.

I saw this job a few months ago and noticed then it was quite an improvement for the area and had a pleasing appearance.

FE:ja

cc Bill Anhorn

RDE
FDE
SE
LE
LFE
GTE
PDE
PDS
BPM

RECEIVED
MAY 30 1986
ROAD DESIGN SECTION

LPC
LA
LDS
RWD
FLC
OFFICE JRH

Copy All
Return To

81-125-1387

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: Wheeler O'Xing	WEEK ENDING: 11/23/85
		SECTION PREFIX: C09706/000
	HIGHWAY: Oregon Coast	COUNTY: Tillamook
NAME OF JOB: Wheeler O'Xing	KIND OF WORK: Grading, Paving, Structures, Sign, Landscape	
CONTRACTOR: Hamilton Construction Co.	CONTRACT NUMBER: 9706	FEDERAL AID PROJECT NUMBER: F-BRF-2-5(11)
DATE OF CONTRACT: August 18, 1983	DATE WORK STARTED: Sept 14, 1983	ESTIMATED COMPLETION DATE: August, 1985
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED: 509.5
	SPECIFIED CALENDAR DAYS: 400	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 2,943,603.90	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED
EXCLUSIVE OF ENGINEERING: $ 2,500,153.90	ENGINEERING AUTHORIZATION: $ 443,450.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 97%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 2,430,857.37	ENGINEERING COST TO DATE: $ 458,969.82	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 95%
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN . . . . . 3 %	PERCENT OF AUTHORIZATION . . . . . 104 %	DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.48	0.48			0.48
MILES PARTIALLY COMPLETED	0.48	0.48			0.48
MILES COMPLETED	0	0			0
TOTAL ESTIMATED QUANTITIES (CONTRACT)	74,600 cy	15,000 T			4,900 T
TOTAL QUANTITIES CORRECTED TO DATE	95,500 cy	17,890 T			7,216 T
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	93,480 cy	17,140 T			7,216 T
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	714A	1051A						
PERCENT	99	99						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Contract # 9706

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No Activity
MONDAY	No Activity
TUESDAY	No Activity
WEDNESDAY	No Activity
THURSDAY	No Activity
FRIDAY	No Activity
SATURDAY	No Activity

REMARKS

SUMMARY OF THIS WEEK'S ACTIVITIES:

No Activity Last Weekley Report until work starts on repair of Tide Gates.

ANTICIPATED ACTIVITIES FOR NEXT WEEK:

none

SUMMARY OF OVERRUNS AND UNDERRUNS:

3% underrun

SIGNED _____ LOCATION ASTORIA

HOBERT HICKS

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

9706

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION

1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

In Reply Refer to
File No.:

CON 5
9706

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. F-BRF-2-5(11)

Contract 9706, Work Completed November 4, 1985

Project Wheeler O'xing

Highway Oregon Coast

County Tillamook

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date Apr. 28, 1986

for Dale E. Wilken
Division Administrator

RECEIVED
HWY ENGR
JUN - 2 '86
REFER TO
FO...
Info | Inves | R/D | D/E | ... | ... | ...

BMW:ll

cc: L. Rulien
C. O. Fredrickson
William Anhorn
B. M. Walton

NOTED
LARRY RULIEN

CPC/FL4

RECEIVED
MAY 16 1986
OREGON DIVISION

734-2023 (2-85)

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO

November 1, 1985

CON

Rudy Fenk, Chairman
Tillamook County Soil &
Water Conservation District
2204 Fourth, Suite B
Tillamook, OR 97141

This is in response to your October 22 letter concerning the newly installed tidegates at the Gallagher Slough structure on US101 near Wheeler.

I understand that on October 30, Ken Husby, Region 2 Construction Engineer, and Hobert Hicks, the Project Manager, met on-site with your assistant, Bob Pedersen, and the Sunset Drainage District officials. During high tide they mutually inspected the tidegates. All present agreed that although the tidegates had been fabricated and installed according to plan and specifications, too much leakage was occurring, and the gates were not yet functioning satisfactorily.

As soon as scheduling permits, the Highway Division divers will inspect the tidegates during high and low tides, to check for fit and submerged debris at the waterway openings. Our Project Manager will notify you of the insepction date. Following the inspection, we will propose any corrective action necessary to the Sunset Drainage District officials

If you have further questions, please contact Hobert Hicks, the Project Manager, at 325-4732.

W. E. Schwartz
Assistant State Highway Engineer
for Operations

cc Hobert Hicks

KH:lg sl

bc Larry Rulien
W. G. Anhorn
Ken Husby

RECEIVED
STATE HWY ENGR
NOV 4 '85
REFER TO
FOR

Form 734-3123

TILLAMOOK COUNTY

Soil and Water Conservation District

PHONE: 842-2240

2204 FOURTH - SUITE B
TILLAMOOK, OREGON 97141

RECEIVED
STATE HWY ENGR
OCT 23 '85
REFER TO
Anhorn
FOR
Info | Inves | R/D | D/R | Sign | Act | File
✓

W&S
D/R

cy 10/24
due 10/31

October 22, 1985

State Highway Engineers Ofice
State Engineer
102 Transportation Building
Salem, Oregon 97301

Dear Sir:

We, the Tillamook County Soil and Water Conservation District Board of Directors worked with the Sunset Drainage District and Oregon State Highway Department representatives in evaluating tidegate needs associated with the new Nehalem River Bridge and Highway 53 interchange projects.

On Friday, October 18, 1985, our USDA Soil Conservation Service employees met with the Sunset Drainage District officials to begin surface and subsurface drainage needs assessment. An adequate drainage system is a key element if the Drainage District dairymen are going to keep their farms productive and properly manage animal manure.

In order to design and implement an adequate drainage system, the newly constructed tidegates in Gallagher Slough must function properly. However, on October 18th, during a high tide, the tidegates were severely leaking. Properly designed and installed tidegates do not leak.

We, the Tillamook County Soil and Water Conservation District Board of Directors are asking that the State Highway's newly constructed tidegates be reevaluated and the needed repairs made. Once these tidegates are properly functioning, the Tillamook County Soil and Water Conservation District can provide technical assistance in implementing a drainage plan that will keep these agricultural lands productive.

Sincerely,

Rudy Fenk

Rudy Fenk, Chairman
TILLAMOOK COUNTY SOIL & WATER
CONSERVATION DISTRICT

cc: Jack Thayer, President, Sunset Drainage District
Representative Paul Hanneman
Senator John Brenneman

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

CON

DATE: July 3, 1985

TO: Oregon Transportation Commission

cc 6 b

FROM: H. S. Coulter, P.E., P.L.S.
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Wheeler Overcrossing Section
Oregon Coast Highway, Tillamook County
Contract No. 9706

This federal-aid project is nearly finished with completion anticipated in August, 1985, and it now appears that the final cost will exceed the project authorization by $198,000 or seven percent. The authorization was previously increased at the meeting of November 20, 1984 to cover additional costs necessitated by failure of embankment and counterbalance constructed on the project, and increased engineering costs associated with the necessary redesign and inspection work.

This project is in an area which was originally constructed in the 1920's by filling in a portion of Nehalem Bay. Drill logs indicate that it is underlain by strata of highly compressible materials up to forty feet in depth. Settlement of the embankments and counterbalances has required additional quantities of base and paving materials to restore the proper grade. This extra work has added more than $67,900 to the cost of the project.

The project has extended beyond the intended completion date of October 3, 1984 by approximately ten months. This delay has necessitated use of additional amounts of traffic control items including flagging pilot car time, and is expected to increase the project costs by approximately $26,000.

It was necessary to use additional quantities of riprap material on the inlet end of the Gallagher Slough structure in order to prevent scour of the bottom slab and wingwalls. Additional seeding and mulching will be required on areas that require reshaping in the

settlement areas. Together these items are expected to add approximately $18,000 to the contract cost.

The costs of construction engineering have been increased due to expenses incurred in properly monitoring, inspecting and documenting the added items of work.

There are sufficient funds available in the category of work and all the increase except $62,900 is eligible for federal participation.

I recommend that the authorization be increased by $198,000.00 to a new total of $2,943,603.90. This matter will be on the consent calendar for the July 16 meeting.

cc Fred D. Miller
R. W. Gormsen
C. O. Fredrickson
V. E. Skoog
W. G. Anhorn
George Bell

STATE OF OREGON

INTEROFFICE MEMO

Highway Construction 378-6318

FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: July 3, 1985

FROM: O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Wheeler Overcrossing Section
Oregon Coast Highway, Tillamook County
Contract No. 9706

NOTED
W. E. SCHWARTZ

This federal-aid project is nearly finished with completion anticipated in August, 1985, and it now appears that the final cost will exceed the project authorization by $198,000 or seven percent. The authorization was previously increased at the meeting of November 20, 1984 to cover additional costs necessitated by failure of embankment and counterbalance constructed on the project, and increased engineering costs associated with the necessary redesign and inspection work.

This project is in an area which was originally constructed in the 1920's by filling in a portion of Nehalem Bay. Drill logs indicate that it is underlain by strata of highly compressible materials up to forty feet in depth. Settlement of the embankments and counterbalances has required additional quantities of base and paving materials to restore the proper grade. This extra work has added more than $67,900 to the cost of the project.

The project has extended beyond the intended completion date of October 3, 1984 by approximately ten months. This delay has necessitated use of additional amounts of traffic control items including flagging pilot car time, and is expected to increase the project costs by approximately $26,000.

It was necessary to use additional quantities of riprap material on the inlet end of the Gallagher Slough structure in order to prevent scour of the bottom slab and wingwalls. Additional seeding and mulching will be required on areas that require reshaping in the settlement areas. Together these items are expected to add approximately $18,000 to the contract cost.

The costs of construction engineering have been increased due to expenses incurred in properly monitoring, inspecting and documenting the added items of work.

There are sufficient funds available in the category of work and all the increase except $62,900 is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $198,000. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: W. G. Anhorn
H. O. Hicks
B. M. Walton
D. L. Trout

9706

****

DELIVER TO: L. W. RULIEN

ORIGINAL
SENT: 01/18/85 TIME: 08:31
FROM: PUBLIC AFFAIRS DOT
SUBJECT: NEWS RELEASE
PRINT DATE: 01/30/85 TIME: 11:13

****

RECEIVED
JAN 30 1985
OFFICE OF ADMINISTRATION

HIGHWAY DIVISION PROJECT
CONSIDERED 'FOR THE BIRDS'

January 17, 1985

A nearly completed Highway Division construction project in Tillamook County is for the birds.

"In essence, we're building a duck pond," division project manager Bill Piete of Tillamook says.

The project, locaated in Nehalem Bay State Park between Tillamook and Seaside, was designed to satisfy federal wetland mitigation requirements, but it will also benefit park visitors, as well as a variety of wildlife, Piete says.

The wetland project began as the result of a division oversight in the requirements for wetlands to be replaced on the recently completed Wheeler railroad overcrossing. By federal law, any wetlands that are removed by construction must be replaced by an equal amount.

"We found the mistake after it went to contract, and to redo the plans could have cost us a year in our work schedule," Piete explains. He says division designers then tried to relocate the lost wetland acreage near the overcrossing. No locations were suitable.

A plan was proposed by the Highway Division that a small, swampy dune are in the park could be used for this purpose. The Parks Division agreed and the project began.

The total acreage the division had to replace as a result of the oversight was small--only a little more than two acres. But the benefits will be large, according to Piete.

"It will be very beneficial to wildlife, like deer, elk and waterfowl, and it will be beneficial to anyone who goes out into that undeveloped area of the park to enjoy the cenery," he notes.

He adds that the project is not typical. Park enhancement is usually handled by the Parks Division and the Oregon Department of Fish and Wildlife. Furthermore, wetland mitigation is usually done "on-site."

"It's been pretty much a division policy that we don't buy right-of-way for the exclusive purpose of doing wetland replacement," Piete says. "It's not the best use of our money. We try to incorporate it into the property available on the project."

Doing the work away from the original project required cooperation between many agencies, the project supervisor says. Before work could begin, the division had to have the support of the Oregon Department of Fish and Wildlife, U.S. Fish and Wildlife, the U.S. Army Corps of Engineers, the Tillamook County Planning Commission, the Division of State Lands, the Port of Nehalem and the Federal Highway Administration.

Although any one of those agencies could have easily blocked the project, no objections were raised, while help was offered. Subsequent duck pond work included excavating along the contours of the low-lying, sandy acreage. This spring, European beach grass will be planted to attract wildlife.

by law.

"We have spent about $30,000 on this little mud puddle," Piete says. " t it was done on a (.t-plus basis with the contractor, and it's important work. After all, ducks are a

significant part of why wetland mitigation is done."

###

Piete: 842-8262

DATE: November 8, 1984

TO: Oregon Transportation Commission CON 5

ORIGINAL SIGNED BY WENDELL E. SCHWARTZ

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Wheeler Overcrossing Section
Oregon Coast Highway, Tillamook County
Contract No. 9706

This federal-aid bridge replacement project is nearing completion and it is now apparent that the final cost will exceed the project authorization by $540,000 or 24 percent.

In October, 1983, the embankment, surcharge and counterbalance between Gallagher Slough and Wheeler Overcrossing failed. It was necessary to reconstruct them to a new design utilizing imported granular material and to add a manhole and extend the drainage beyond the revised counterbalance section. This corrective work was necessary to complete the project and added nearly $223,000 to the cost of the project.

More than $55,900 was added to the cost of the project by additional traffic control measures required to adequately protect the traveling public and the workmen on the project. These consisted of additional flagging, signs, barricades and miscellaneous related items, together with aggregate used in temporary detour surfacing and stage construction.

Construction of the project damaged areas classed as wetlands, and permit requirements for the project included excavation of a ditch as wetland mitigation. The yardage required for the planned excavation was underestimated, however, and in addition the various permit agencies requested that more acreage be added to the mitigation work. The total extra mitigation work added approximately $43,200 to the cost of the project.

Miscellaneous additional work items consisting of riprap to control erosion and reduce future maintenance, pit-run material in the top lift of embankments to provide sufficient strength, subexcavation of marshy material at the approaches to Gallagher Slough, revised filter fabric and selected drain material to ensure adequate drainage of base materials, and raising of the existing structure following settlement combined to add more than $99,000 to the cost of the project.

Construction engineering charges have been substantially increased by redesign work in connection with the embankment failure and by extra engineering required to properly monitor, inspect and document the additional work.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $540,000 to a new total of $2,745,603.90. This matter will be on the consent calendar for the November 20 meeting.

cc Fred D. Miller
R. W. Gormsen
C. O. Fredrickson
V. E. Skoog
D. O. Christensen
George Bell

HHP:mk sl

STATE OF OREGON

INTEROFFICE MEMO

Highway Construction 378-6318 FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: November 8, 1984

FROM: O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Wheeler Overcrossing Section
Oregon Coast Highway, Tillamook County
Contract No. 9706

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
NOV 8 '84
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

This federal aid bridge replacement project is nearing completion and it is now apparent that the final cost will exceed the project authorization by $540,000.00 or 24 percent.

In October, 1983, the embankment, surcharge and counterbalance between Gallagher Slough and Wheeler Overcrossing failed. It was necessary to reconstruct them to a new design utilizing imported granular material and to add a manhole and extend the drainage beyond the revised counterbalance section. This corrective work was necessary to complete the project and added nearly $223,000 to the cost of the project.

More than $55,900 was added to the cost of the project by additional traffic control measures required to adequately protect the traveling public and the workmen on the project. These consisted of additional flagging, signs, barricades and miscellaneous related items, together with aggregate used in temporary detour surfacing and stage construction.

Construction of the project damaged areas classed as wetlands, and permit requirements for the project included excavation of a ditch as wetland mitigation. The yardage required for the planned excavation was underestimated, however, and in addition the various permit agencies requested that more acreage be added to the mitigation work. The total extra mitigation work added approximately $43,200 to the cost of the project.

Miscellaneous additional work items consisting of riprap to control erosion and reduce future maintenance, pit-run material in the top lift of embankments to provide sufficient strength, subexcavation of marshy material at the approaches to Gallagher Slough, revised filter fabric and selected drain material to ensure adequate drainage of base materials, and raising of the existing structure following settlement combined to add more than $99,000 to the cost of the project.

Construction engineering charges have been substantially increased by re-design work in connection with the embankment failure and by extra engineering required to properly monitor, inspect and document the additional work.

Contains Recycled Materials

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $540,000.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: D. O. Christensen
W. F. Cobine
B. M. Walton
W. F. Cobine

TTC 6

9

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO

TO: F I L E S

DATE: October 22, 1984

FROM: Paul Singer
Location Program Coordinator

SUBJECT: Wheeler O'Xing Section
Oregon Coast Highway
Tillamook County
071-0YA-2-004624

On this date I talked with Richard Johnson, Regulatory Functions Branch, Corps of Engineers, about the subject project.

From the drawings recently received from Project Manager Bill Piete, I explained to Richard Johnson the changes that were made, under construction, to the plans that were submitted for the subject permit. Richard Johnson made the changes on his copy of the permit and will reissue the "as revised" permit. No further action by our agency is required for these changes on this project.

PDS:ge

cc J. H. Versteeg
John Scofield
Bill Piete
Don Trout

Versteeg ✓
Anderson
Adams
Lincoln
Edwards
Terpin
Trout
Wakerlig

RECEIVED
OCT 24 1984
ROAD DESIGN SECTION

Do Not
Return to
Bring Up ____/____/____
Action

81-125-1387

ROAD DESIGN SECTION DES 16

William Piete
Project Manager

October 17, 1984

Donald R. Adams, P.E.
Final Design Engineer

Permanent Sign, Shop Drawings
Wheeler O'Xing Section
Oregon Coast Highway
Tillamook County
Contract No. 9706

Attached are two sets of type U sign shop drawings for use on the subject project. The drawings are approved as noted.

These drawings were hand carried to this office by GAYNETCO. A set of the approved drawings is to be picked up at this office by GAYNETCO for use in sign fabrication.

Please retain one set of the drawings for your use in field inspection and forward one set to Don Wackerbarth's office for shop inspection of the signs.

DRA:AA/bn

Atchs.

cc: C. O. Fredrickson
D. O. Christensen
Andy Anderson

7706

Wheeler Oxing, Galagher Slough
Ore. Coast Hwy
Tillamook County

VICTOR ATIYEH
GOVERNOR

Division of State Lands

1445 STATE STREET, SALEM, OREGON 97310 PHONE 378-3805

Vesteeg
Anderson
Adams
Macnab
Edwards
Terpin
Trout
Wakerlig

RECEIVED
OCT 4 - 1984
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up
Action

October 3, 1984

Oregon Department of Transportation
200 Transportation Bldg.
Salem, OR 97310

permit not renewed 8/85

Re: OSHD Job No. 350
DSL Permit No. FP 3684
Corps Public Notice 071-OYA-2-004624

Gentlemen:

As a follow-up to our on-site meeting September 26, 1984, this letter will serve to amend Attachment A of Removal-Fill Permit No. 3684, Special Conditions no. 1, 7 and 8 as follows:

Condition 1. Inclusion of an additional 2,050 cubic yards of riprap as outlined in the attached drawings designated Attachment B-1.

Condition 7. The completed revetment (Attachment B-1) shall have a slope no flatter than 3:1. Large sized driftwood debris shall be placed below the toe of the new riprap and vegetation allowed to re-establish naturally on the newly constructed riprap face.

Condition 8. The following conditions apply to the replacement wetland depicted on Attachment B-2 (sheet 4 of 4).

a. Oregon Department of Fish and Wildlife biologist Doug Taylor or Claire Kunkel (phone 842-2741) shall be contacted at least 48 hours prior to wetland construction. Any minor design changes shall be approved in advance by the Division of State Lands.

b. The area of mitigation shall include 1.0 acre in Area A (existing deflation plain) and 0.2 acre of estuarine habitat in Area B as depicted on Attachment B-2 (sheet 2 of 4 and 4 of 4).

c. The boundaries of the created wetland shall be irregular and will expand or enhance existing wetland feature.

d. The wetland creation in Area A shall not significantly disturb existing wetland vegetation within the deflation plain. Material shall be excavated to a depth sufficient to insure a successful wetland habitat replacement.

e. The newly created wetland (Area A) shall be revegetated with native emergent hydrophytic plant from adjacent deflation plain wetlands.

f. Material in mitigation Area B shall be removed to a depth of +6.0 feet Mean Lower Low Water with a 4:1 side slope.

This letter shall be attached to and become a part of Removal-Fill Permit No. 3684.

If you have any questions, please contact us.

Sincerely,

Earle A. Johnson
Assistant Director
Environmental Permits Section

EAJ:df

cc: Don Trout, OR State Highway Div.
Ted Litchfield, OR State Highway Div.
Bill Piete
Deborah Brooker, Tillamook Co. Planning
Doug Taylor, OR Dept. of Fish & Wildlife
Brent Forsberg, OR Dept. of Fish & Wildlife
Larry Jacobson, OR State Parks
Corps of Engineers
Port of Nehalem

STATE OF OREGON INTEROFFICE MEMO

TO: Ted Litchfield
REGION CONSTRUCTION ENGINEER

DATE: September 27, 1984

FROM: Rick Sjolander
PLANNING COORDINATOR/ENVIRONMENTALIST

SUBJECT: Wheeler O'xing
Wetlands Mitigation Meeting
Tillamook County

On September 26, 1984, a meeting was held in Tillamook County to discuss the Wheeler O'xing project. Those present were: Deborah Brooker, Tillamook County Planning; Bill Dart, Port of Nehalem; Doug Taylor, Oregon Department of Fish and Wildlife; Bill Parks, Division of Statelands; Diana Hwang, United States Fish and Wildlife; Frank Terpin, Oregon State Highway Division; Don Trout, Oregon State Highway Division; Roger Powers, Oregon State Highway Division; Bob Bard, Oregon State Highway Division; Pieter Dykman, Oregon State Highway Division; Hobert Hicks, Oregon State Highway Division and Rick Sjolander, Oregon State Highway Division.

The meeting was requested by Mr. Hicks, in order to present a revised wetland mitigation plan, and rip rap plan for consideration. The original contract plans included a ditch along the eastside of the highway as mitigation for approximately 0.35 acres of displaced wetlands. During construction, it was noted that the ditch would be located at the base of the new fill, creating a potential to undermine the new material. This potential problem was presented to this same group of people at an earlier meeting. That meeting resulted in no resolution.

After considerable discussion within the Highway Division, a revised mitigation plan was formulated. The plan involved creating a kidney shaped "duck pond" of approximately one acre on the spit at Nehalem Bay State Park (plan attached). The State Parks Division agreed to this plan with certain conditions, listed in a letter addressed to Hobert Hicks (letter attached).

This plan was discussed and the proposed mitigation site was visited by all those present. During the field review Mr. Parks suggested that the existing lowlands with wetland vegetation be left alone. Mr. Taylor suggested that the bottom of the excavation be the present water table level. Mr. Hicks agreed that these conditions could be met, and still remain with the State Park regulations. Mr. Taylor agreed to help monitor the mitigation effort. All persons in attendance accepted the mitigation plan with the aforementioned conditions.

1 Versteeg ✓
Anderson
2 Adams
Macnab
Edwards
Terpin
3 Trout
Wakerlig

RECEIVED
OCT 1 - 1984
ROAD DESIGN SECTION

Do ... now
Re... to ...
Bring ... up
Action ...

Contains Recycled Materials

81-125-1307

The second item discussed was the need for additional rip rap on the bay side of the highway. The riprap is to be placed between Engineering Station 92+00 and 104+50. The rip rap is to be placed on a 3 to 1 slope, therefore, eliminating the need for guardrail along this section. However, the primary purpose for the rip rap is to eliminate a maintenance problem along the highway. It was noted that this work would displace approximately 0.10 acres of wetlands in the Nehalem estuary. Mr. Hicks offered to mitigate these wetlands by enlarging a small cove located on the spit near the other mitigation site. Removal of some drift along the cove would also be accomplished. This work would be contingent upon further approval by State Parks. All persons present gave tentative approval of the rip rap plan, providing the agreed upon mitigation could be confirmed by the Highway Division. Mr. Hicks received verbal approval from State Parks on September 26, 1984, and the Region Office approved the plan the same day. Because the plan involves extra work for the contractor approval by the Transportation Commission and the Federal Highway Administration is necessary. The proper documents are being prepared for this approval.

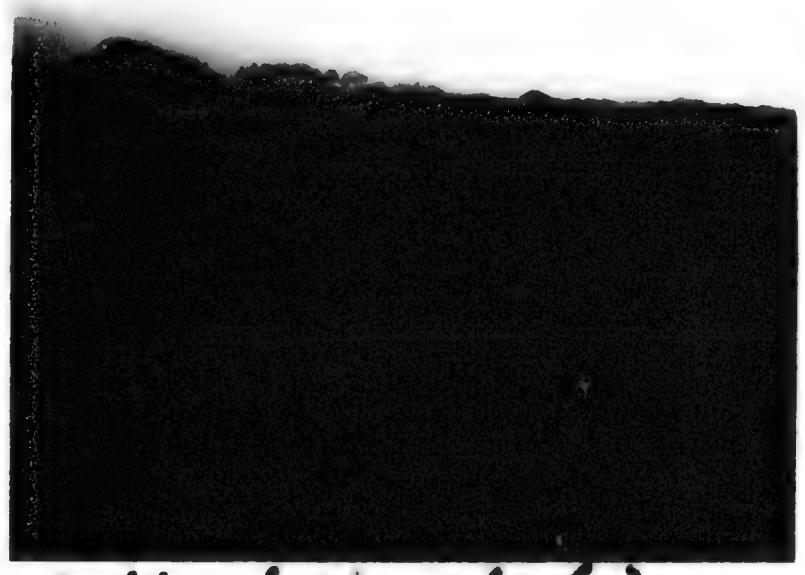
This memo will serve as a summary for the meeting and will be distributed to interested parties.

RTS:jms
Attachments

cc: Meeting Attendees
C. O. Fredrickson
Don Keyes

The following Document(s) are Photographs

Area of proposed pond



Wetland Vegetation

Cove to be enlarged

Slope to be riprapped

VICTOR ATIYEH
GOVERNOR

Department of Transportation

STATE HIGHWAY DIVISION

P. O. Box 14030, Salem, Oregon 97310

In Reply Refer to
File No.:

September 12, 1984

The Honorable Dell Isham, State Senator, District #2
3231 West Devils Lake Road
Lincoln City, OR 97367

In regards to your letter of September 5, 1984, we are also concerned about the disruption of traffic on Highway 53 and on Highway 101, not only at Mohler Road, but through the entire construction area from Wheeler to Nehalem. The flaggers have been stationed at the Mohler Road intersection to allow the safe movement of traffic, not only for the tourists, but also for local traffic. Traffic has had complete access to Mohler Road with the exception of one short period lasting approximately one hour, to construct the new connection to Highway 101, and several shorter periods of 10 to 15 minutes allowing other work to be completed.

We will, however, attempt to minimize traffic disruption to the lowest level that will permit the safe flow of traffic on Highway 101 and Highway 53 while still permitting the construction work to continue to completion. We will also be more careful about blocking the view of the Nehalem Bay Winery sign.

By copy of this letter, we are advising the contractors of our concerns in these matters.

Duane O. Christensen, P.E.
Regional Engineer

/mjn

cc: Hamilton Construction Co.
Fred H. Slate Co.
James W. Fowler Co., Inc.
Pat McCoy
Fred Miller
H. S. Coulter
L. E. George
Bill Piete

RECEIVED
DOT DIRECTOR
SEP 17 '84
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form 734-3122

DELL ISHAM
Lincoln, Tillamook;
portions of Washington, Yamhill,
Polk, Benton and Lane Counties
DISTRICT 2

OREGON STATE SENATE
SALEM, OREGON
97310

REPLY TO ADDRESS INDICATED
☐ Senate Chamber
Salem, Oregon 97310
☒ 3231 W. Devils Lake Road
Lincoln City, Oregon 97367

September 5, 1984

D.O. Christensen
Regional Engineer
205 E. Salem Highway
2960 E. State Street
Salem OR 97310

Dear Mr. Christensen:

I am very concerned about the disruption of commerce that is taking place at the intersection of Highway 101 and Highway 53 in north Tillamook County. I recognize this construction is essential to the completion of the approach to the new Nehalem Bay bridge and I am pleased that this work is going on, but nevertheless, it is having an unnecessarily detrimental effect on businesses located on Highway 53 in Mohler.

The business most adversely affected is the Nehalem Bay Winery, which is dependent on tourist traffic. At times this intersection has been completely blocked with flaggers preventing traffic altogether on Highway 53 and with construction equipment blocking the directional signs to the winery. The Highway Division has been very cooperative in the past in helping the traveling public find the wineries in Oregon which are located off the main highways. As with many tourist-oriented coastal businesses the summer season is essential for survival. Since this construction work will continue through October, this blockage of tourist traffic to the winery could result in financial disaster for the owner, Pat McCoy.

Mr. McCoy has been supportive and helpful to the Highway Division regarding other highway projects and I am personally requesting that you alleviate as much as possible the traffic flow difficulties that he is experiencing because of the construction work. Please also communicate my concern to the private contractors that are involved. I would appreciate your personal attention in this matter and your response directly to me. Thank you very much for your cooperation.

Sincerely,

DELL ISHAM
State Senator
District #2

REFER TO
By STATE HWY. ENGR.
F.Y.I.

NOTED
W. E. SCHWARTZ

NOTED
E. S. HU[illegible]

DI/ka
cc: Fred Miller
Scott Coulter
Bud George
Pat McCoy

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 26, 1984

In Reply Refer to
File No.:
PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration
ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Railroad Agreement
Project No. F-BRF-2-5(11)
Wheeler O'Xing Section
Oregon Coast Highway
Tillamook County

Enclosed for your approval are two copies of a fully executed agreement between Southern Pacific Transportation Co. and the State Highway Division granting an additional easement for the Highway overcrossing.

I request the return of one copy of the agreement approved for our files.

CL:pf
Enclosure

cc: R. Trygstad
General Files

Form 734-3122

9706

STATE OF OREGON
RAILROAD & UTILITY UNIT

378-6511

INTEROFFICE MEMO
ROW 18-2

TO: Robert Gormsen
Commission Services

DATE: June 20, 1984

FROM: Roger D. Trygstad, PE
Railroad & Utility Engineer

SUBJECT: Wheeler O'xing Section
Oregon Coast Highway
Tillamook County
ROW File 53770
ODOT Agreement No. RR-1118

RAILROAD COMPANIES
FILE No. 1118

Attached is the State's fully executed counterpart of a document giving the State an easement area for the subject project.

RDT/nv
Attachment
cc: D. E. Wilken - w/copy
C. O. Fredrickson
Wayne Cobine - w/copy (2)
D. O. Christensen - w/copy
William Piete - w/copy
Doug Luth - w/copy
Adele Egan - w/copy

NOTE TO ADELE EGAN: If you record this easement, please supply me with the recording information.

81-128-1307

9706
r11

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: F-BRF-2-5(11)
2. STATE PROJECT NO.: See Below
2A. COUNTY NAME: Tillamook

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division
3-26-84

4. PROGRAM NO.:
5. ITEM NO.: 20124

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 1/30/84
8. FEDERAL ROUTE NUMBER: Primary 2
9. STATE ROUTE NUMBER: Primary 9

10. GENERAL LOCATION:

Wheeler O'Xing

11. GENERAL DESCRIPTION OF WORK

Raise end bent of existing railroad O'xing and install four pile bents

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 1/30/84 as requested in Mr. Fredrickson's letter of 3/21/84 as being cost effective for the use of State forces to proceed with the above work. State Force Order No. 3 is approved for a TEC of $10,000 - Federal Funds $8,815.

RECEIVED
STATE HWY ENGR
MAR 30 '84
REFER TO
Potter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
3/26/84	G. K. Hansen	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9706 -

T. Plan. No.

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

INTEROFFICE MEMO
LOC 16

TO: Frank E. Terpin
Location Engineer

DATE: December 14, 1983

FROM: Edgar L. Johnsen
Geotechnical Engineer

SUBJECT: Wheeler Overcrossing, Instrumentation Program progress report.

Attached for your information is a progress report by Jan Six, Soils Specialist, of the instrumentation program on the Wheeler Overcrossing which includes a representation of the influence of the foundation failure on the instrumentation as well as some recommendations for future installations. The pneumatic peizometers located at Sta. 111+02 were severed by the excavation for the drain pipe Nov. 29, 1983.

After reconstruction of the fill and widening the counterbalance, embanking to full surcharge height was achieved Dec. 1, 1983 without further incident.

Two to three feet of additional consolidation in the highest part of the fill is anticipated by spring.

ELJ:ss

cc: C. O. Fredrickson
C. T. Keasey
W. Fretwell
Bud Vancleave
Bill Kappus, FHWA
Ron Chassie, FHWA

1 Versteeg ✓
Anderson
2 Adams A
Macnab
Stoudenmeyer
3 Terpin
Trout
Wakerlig

RECEIVED
DEC 16 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ____/____/____
Action

REFERRED TO
Watson Mann
1 Cole WEC Stoudenmeyer
Eriksen King
Beard Bedford Lee
Return Discuss Do File Due
By FINAL DESIGN ENGINEER

RECEIVED
DEC 15 1983
LOCATION SECTION

125-1367

WHEELER OVERCROSSING

Instrumentation Program

INTRODUCTION

Construction began on the north approach fill September 22, 1983 and the first embankment was placed at Station 107+50 on September 26, 1983. The three (3) foot drainage blanket was completed October 1, 1983 and embankment construction continued unrestricted until it reached a fill height of 12' on October 5, 1983.

Specification 203.39 in the special provisions manual called for a rate of fill placement above a fill height of 12 feet. This rate was to be 1 foot per day on the average and not to exceed four feet of increase in any four consecutive days. The special provisions also called for state monitoring of the fill placement above 12 feet in order to determine when the predicted settlement (t_{90}) has been reached and pore pressures have dissipated to an acceptable level. At this point excess surcharge material could be removed and bridge and road construction could proceed. Pore pressure readings were also to be used to check the stability of the embankment during fill placement. The pore pressure monitoring was necessary to insure that pore pressures would not incease to critical levels.

INSTRUMENTATION

The monitoring instruments used consisted of two (2) settlement plates, two (2) pneumatic peizometers and one (1) standpipe peizometer. All of these devices were installed by the Region 2 drill crew September 29-30, 1983 before placement of the sand drainage material. The instruments were installed at two (2) locations, Station 110+02 LT30 & Station 111+86 LT37, as shown on the following page. The standpipe peizometer and settlement plate at Station 111+86 LT37 are located in the counterbalance area. The two pneumatic peizometers and settlement plate at Station 111+02 LT30 are located near the point of highest fill. The pneumatic peizometers are at depths of seven (7) and fourteen (14) feet which corresponds to depths of samples taken for triaxial tests.

A tag line was also established, October 11, 1983, to monitor lateral movements at Station 110+50 left.

MONITORING

A graph relating the instrument readings to the rate of fill placement is shown on the following pages (one graph for each station). The instruments were read on a daily basis beginning October 3, 1983 up to October 14, 1983.

WHEELER OVERCROSSING

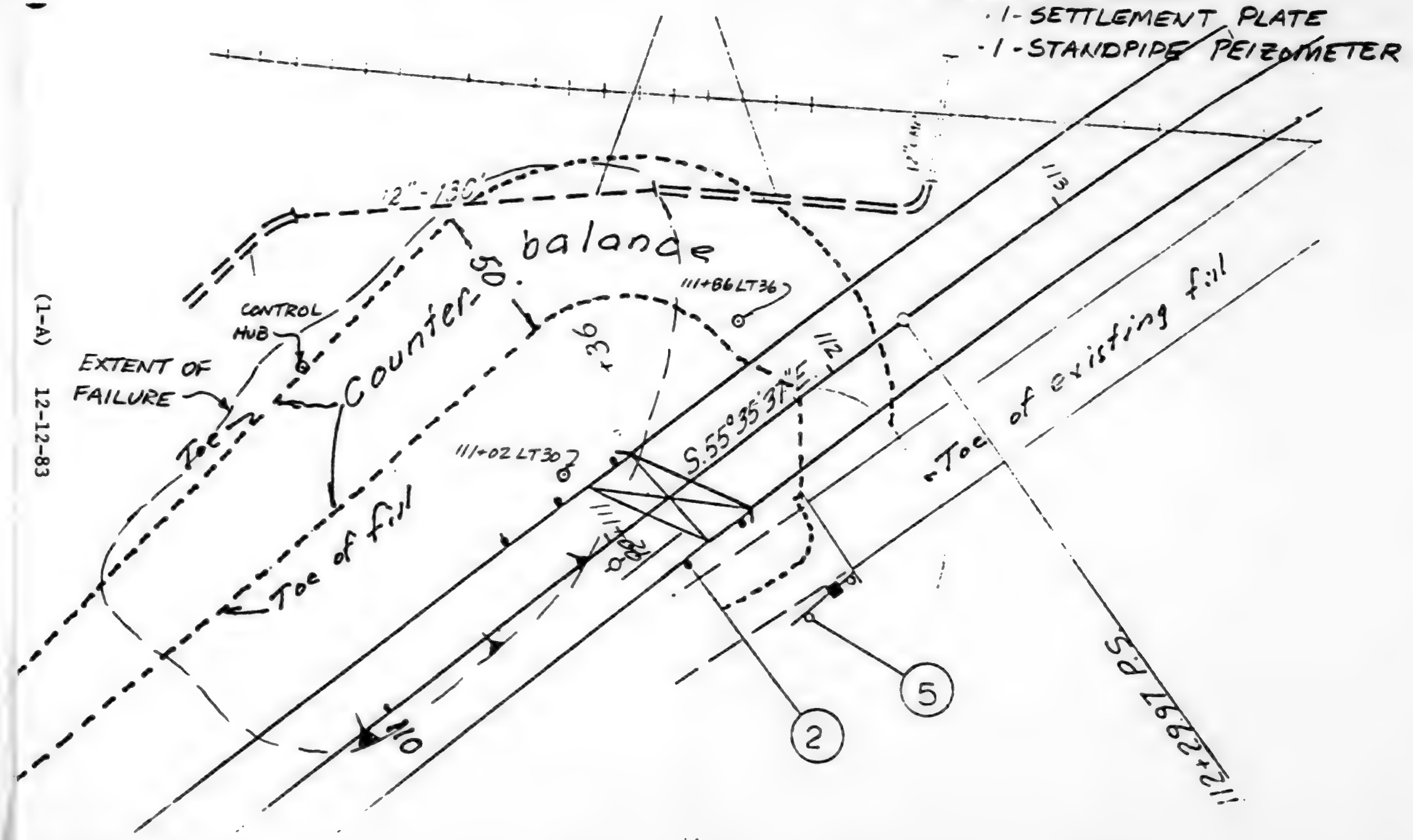
TILLAMOOK CO.

1"=50'

INSTRUMENTATION

STATION 111+02 LT30
- 1-SETTLEMENT PLATE
- 2-PNEUMATIC PEIZOMETERS (7' & 14' DEPTH)

STATION 111+86 LT36
- 1-SETTLEMENT PLATE
- 1-STANDPIPE PEIZOMETER



(1-A) 12-12-83

→ time (Days)

SETTLEMENT (Ft.) — △

PORE PRESSURE, h_p (Ft.) — * — 10

℄ FILL ELEV. (Ft.)

WHEELER OVERCROSSING
STATION 111+02 LT30

* piezometer is @ 7'
(14' peizo. broke 10/15/83)

$\Delta H_{TOT} = 4.0$

ΔH	h_p	FILL
4.0	8	40
3.0	6	30
2.0	4	20
1.0	2	10
0	0	0

DAYS: 0, 2, 3, 4, 5, 10, 20, 30, 40, 50, 100

DATE: 10/3/83, 10/4, 10/5, 10/12, 10/25, 11/1, 12/1

11/29/83 piezometer line severed, no further readings

FAILURE 10/25 (PM)

RECONSTR.

43± SURC. GRADE

4±

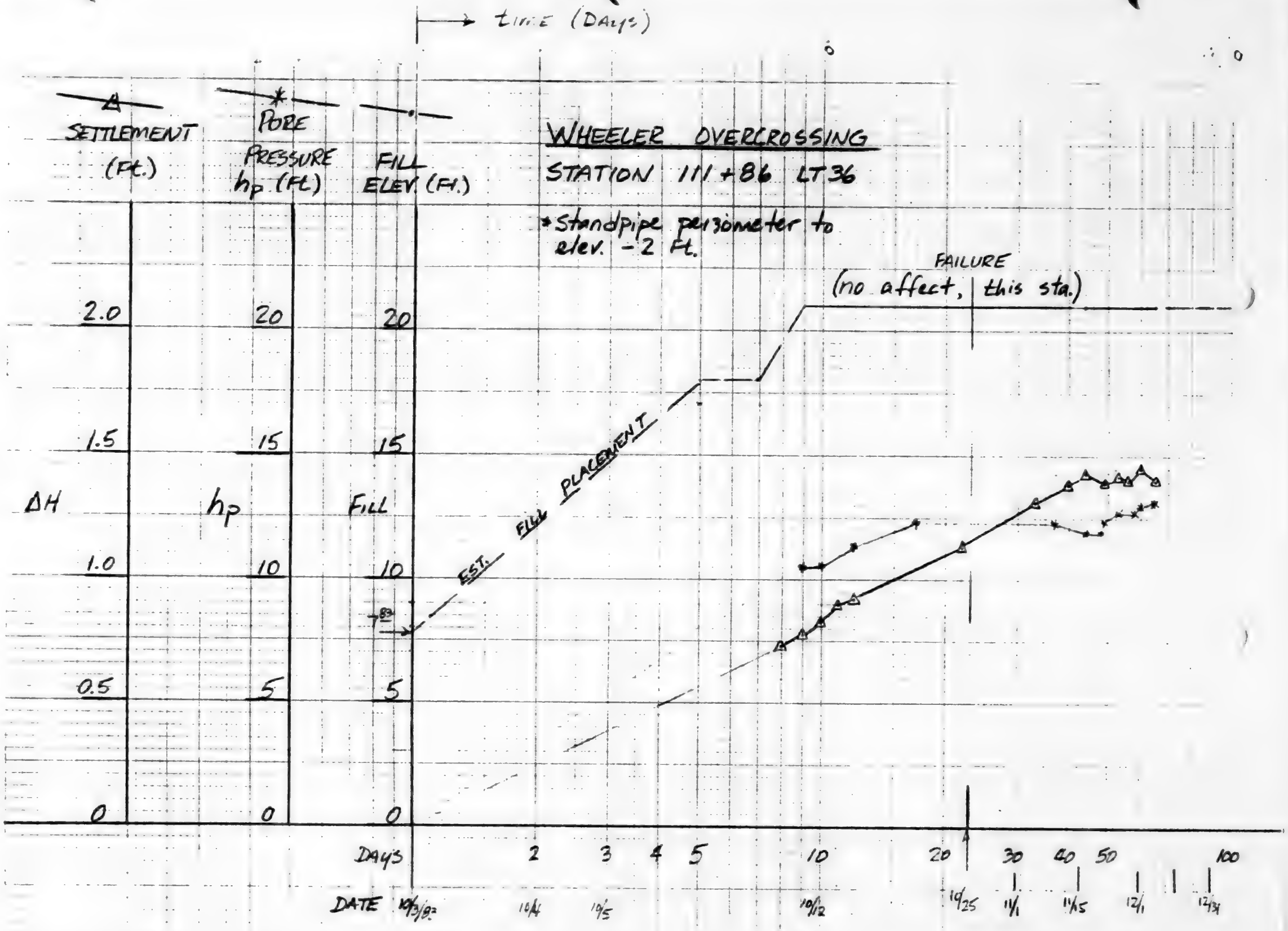
FILL ELEV.

h_p (7' DEPTH)

Z bent pipe

ΔH = .93' (FAILURE)

(1-B) 12-12-83


TIME (DAYS)
SETTLEMENT (Ft.)
PORE PRESSURE h_p (Ft)
FILL ELEV. (Ft.)
WHEELER OVERCROSSING
STATION 111+86 LT 36
* Standpipe piezometer to elev. -2 Ft.
FAILURE
(no affect, this sta.)
EST. FILL PLACEMENT
2.0
1.5
1.0
0.5
0
ΔH
h_p
FILL
20
15
10
5
0
-8?
DAYS
2
3
4
5
10
20
30
40
50
100
DATE
10/3/82
10/4
10/5
10/12
10/25
11/1
11/15
12/1
12/31

(1-C)

12-12-83

WHEELER OVERCROSSING
MONITORING CON'T.

The pneumatic peizometer at fourteen (14) feet began showing erratic readings on October 7, 1983 and readings beyond this date were not valid. This peizometer finally broke completely and no further readings could be made after October 14, 1983. After this date only one reading was taken (10-19-83) on the standpipe and remaining pneumatic peizometer prior to the embankment failure the night of October 25, 1983. The standpipe was out of the area influenced by the failure and the pneumatic peizometer still functioned after failure occurred.

The settlement plate at Station 111+02 was read the day before the movement occurred and it is estimated that the failure may have displaced the plate approximately one (1) foot downward. This would result in a change in the amount of predicted settlement (@ t_{90}) by a proportionate amount; increasing it from the original 3.8 feet to about 4.8 feet at this station. With the failure surface estimated to be fairly shallow (5-8 feet) the rate of settlement is not expected to change substantially.

The settlement plate at Station 111+86 was unaffected by the failure and shows a continuous, unbroken, settlement rate up to about November 15, 1983. At this point ΔH = 1.43 feet and the primary settlement appears to be about completed. The settlement plate at Station 111+02 continues to show small increases in settlement after the surcharge elevation of $43\frac{2}{}$ was reached on December 1, 1983. Monitoring will continue at this station on a weekly basis to determine when the decrease in settlement rate, associated with the completion of primary consolidation, has been reached.

Pore pressure monitoring is now limited to the standpipe peizometer at Station 111+86. Fluctuations in the static pressure head over the rainy (winter) season will make the determination of pore pressure dissipation difficult. Monitoring will also continue, however, to determine if any significant decrease can be detected.

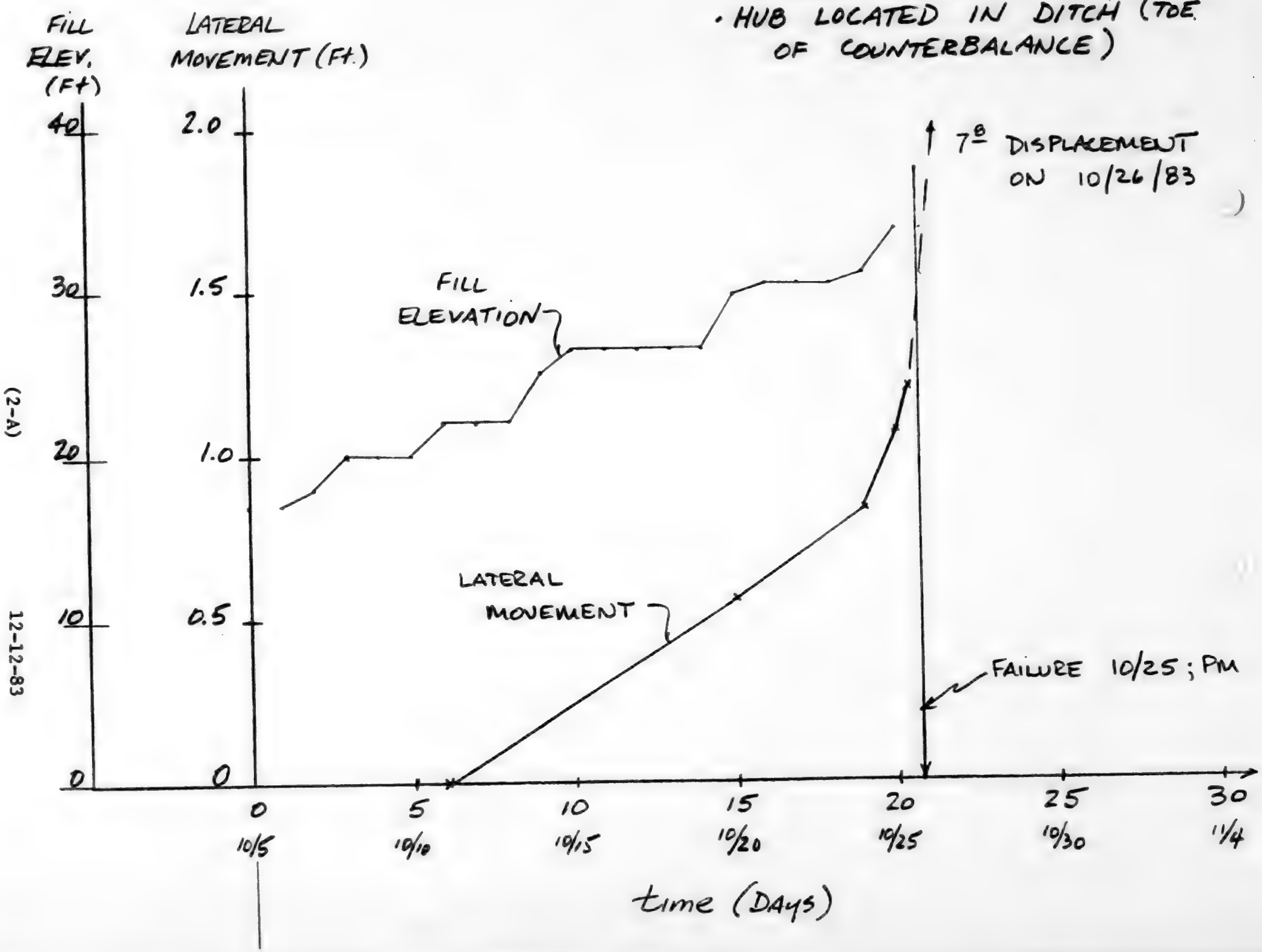
RECOMMENDATIONS

The embankment failure that occurred was not predictable from the pneumatic pore pressure readings taken prior to the movement. Lateral movement was occurring at an increasing rate prior to failure as shown on the following page. The failure was likely due to pore pressures immediately below the sand drainage blanket increasing to critical levels which resulted in gradually increasing movements. The pore pressure buildup was above the highest peizometer placed at a depth of seven (7) feet and therefore not detectable. It is recommended that in future installations the peizometers be placed directly beneath the sand blanket material in order to determine the effectiveness of the drainage material. Soil strengths are generally weak in this upper zone and pore pressure increases would result in relatively large decreases in shear strength. The critical pore pressure levels can be calculated for the increasing fill heights and the monitoring of these pressures in the field is crucial to avoid future embankment failures.

WHEELER OVERCROSSING

LATERAL MOVEMENT VERSUS FILL HEIGHT

- STATION 110+50
- HUB LOCATED IN DITCH (TOE OF COUNTERBALANCE)



(2-A)

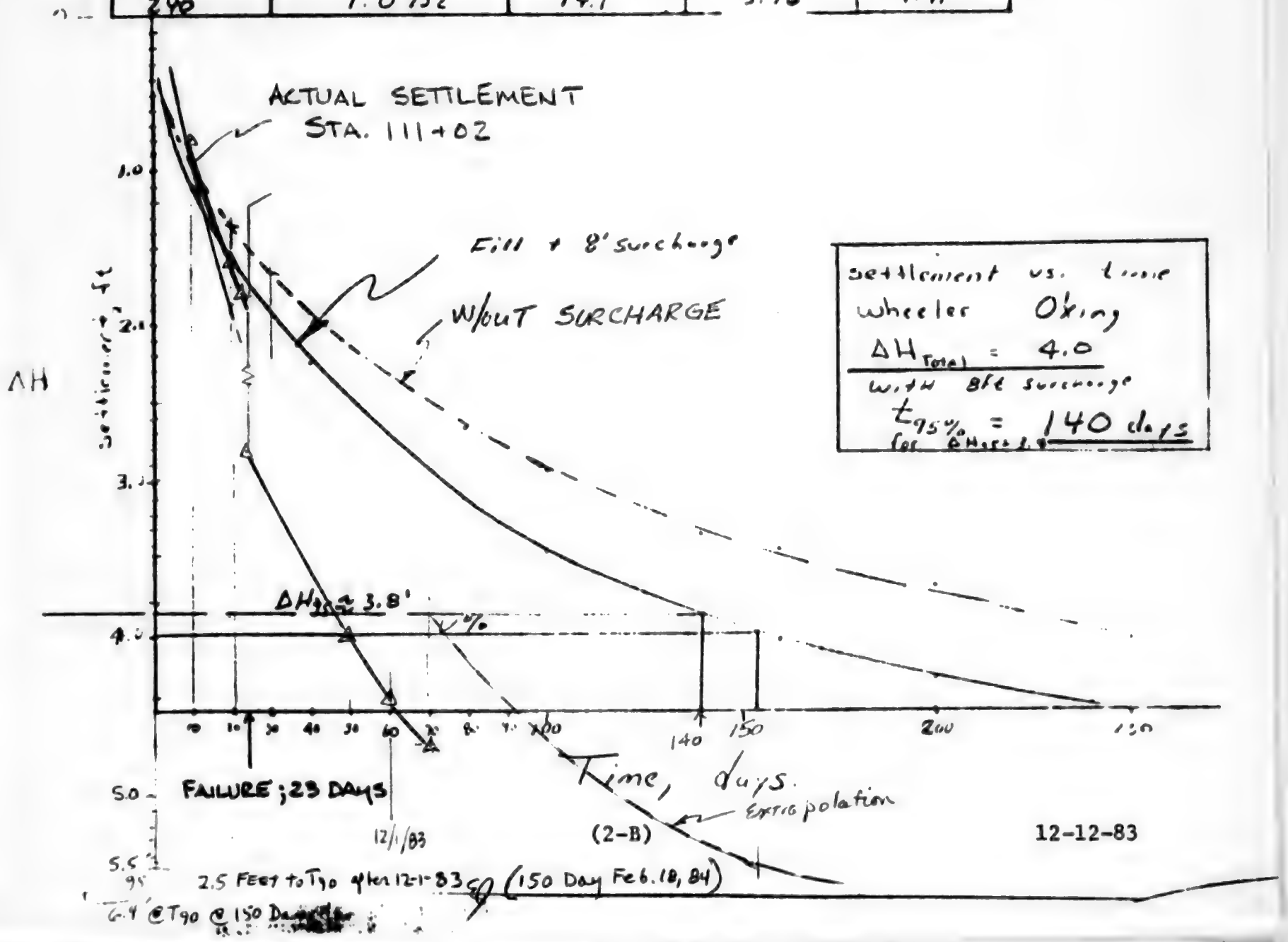
12-12-83

WHEELER OVERCROSSING

SETTLEMENT AMOUNTS & RATES FOR POINT UNDER HIGHEST FILL

INCLUDES SURCHARGE

t_i days	T Time factor	U %	ΔH Fill only ft.	ΔH Surcharge added.
1	0.00448	5.6	0.22	0.26
5	0.0224	16.3	0.65	0.76
10	0.0448	23.5	0.94	1.10
20	0.0896	33.4	1.34	1.51
40	0.1792	47.5	1.90	2.23
80	0.3584	66.2	2.65	3.10
100	0.448	72.7	2.91	3.41
140	0.6272	82.1	3.3	3.85
160	0.7168	85.1	3.4	3.99
200	0.8960	90.9	3.64	4.26
240	1.0752	94.1	3.76	4.41



Settlement vs. time
Wheeler Overcrossing
$\Delta H_{total} = 4.0$
with 8ft surcharge
$t_{95\%} = 140$ days
for $\Delta H_{95\%} = 3.8$

(2-B)

12-12-83

SECTION 201 - CLEARING AND GRUBBING

The clearing and grubbing shall be performed in conformance with Section 201 of the Standard Specification.

SECTION 202 - REMOVAL OF STRUCTURES AND OBSTRUCTIONS

The removal of structures and obstructions shall be performed in conformance with Section 202 of the Standard Specifications supplemented and/or modified as follows:

Restrictions on Removal Work - In those areas where existing guard rail is to be removed and replaced with new or salvaged rail, the new or salvaged rail shall be installed the same working shift the existing rail is removed, or the area shall be protected with temporary rail or precast concrete barrier units until such time as the new or salvaged rail is installed.

No separate or additional payment will be made for the temporary protection in the guard rail areas.

SECTION 203 - EXCAVATION AND EMBANKMENT FOR ROADWAYS

Excavation and embankment shall be performed in conformance with Section 203 of the Standard Specifications supplemented and/or modified as follows:

203.06 Kinds of Pay Excavation _ Surcharge removal as hereinafter described is applicable on this project.

Surcharge removal shall comprise all pay excavation of materials removed from above final subgrade elevations. After the surcharge has been in place for an adequate period of time, as determined by the engineer, the excess shall be removed and used to widen embankment slopes and raise counterbalances as directed by the engineer. Quantities of surcharge removal shall be considered approximate and will vary depending on the amout of settlement.

203.14 Selected Embankment - Selected embankment materials shall be provided by the contractor and shall be predominantly of sand, gravel or rock fragments, or combinations thereof, reasonably well graded from dust to a maximum size of 4 inches.

203.39 Embankment Construction - There will be no restriction on the maximum rate of fill height construction, for placing of embankment from 0-12 feet of height above original ground (approximately elevation + 10). Placing of embankment above 12 feet in height shall be at rates which do not exceed one foot per day average increase in height from the start of placing embankment and do not exceed four feet of increase in any four consecutive days.

203.39 Embankment Construction (Continued)

State forces will install embankment monitoring devices at several locations on the project after the contractor provides a working surface. The contractor shall use care in performing his work in the vicinity of these installations and shall be responsible for any damage thereto caused by his operations.

Surcharges shall be placed as shown on the plans or as directed by the engineer. Surcharge material shall remain in place not less than four months with the actual time to be determined by the engineer from data obtained from the monitoring devices.

203.81 Measurement - Quantities of surcharge removal will be determined by cross section measurement of the surcharged embankments just prior to removal of the surcharge and computing the volume above subgrade elevation by methods set forth in subsection 109.01. Quantities will be computed to the nearest 0.1 cubic yard.

The selected embankment material will be measured by the cubic yard in the hauling vehicle as set forth in subsection 109.01 as modified herein.

203.91 Payment - Add the following pay items:

Pay Item	Unit of Measurement
Surcharge Removal	Cu. Yd.
Selected Embankment	Cu. Yd.

Payment for surcharge removal when made at the contract unit price per cubic yard shall comprise full compensation for removing excess surcharge materials and placing them as directed.

Payment for selected embankment materials when made at the contract unit price per cubic yard will be full compensation for furnishing, placing and compacting the materials as specified.

rll

U. S. DEPARTMENT OF TRANSPORT ON
FEDERAL HIGHWAY ADMINISTI ION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-2-5(7)

2. STATE PROJECT NO. See Below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20124

2A. COUNTY NAME
Tillamook

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE
12/2/83

8. FEDERAL ROUTE NUMBER
Primary 2

9. STATE ROUTE NUMBER
Primary 9

10. GENERAL LOCATION:
Nehalem River - Wheeler O'Xing Section

11. GENERAL DESCRIPTION OF WORK
Right-of-Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☒ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's letter of 11/23/83 you are authorized to proceed with the actual acquisition for File No. 53769 as shown on R/W map 9B-18-3 at a TEC of $10,000 Federal Funds $8,818.

Federal participation is limted to that right-of-way actually incorporated in the final location of the subject project.

(This additional right-of-way is required for correction of slide area that occurred during construction under Project BRF-F-2-5(11).)

RECEIVED
STATE HWY ENGR
DEC 6 83
REFER TO
Potter
FOR

Orig. to file

Info	Letter	R/D	D/R	Sign	Act	File

14. DATE
12/2/83

15. SIGNATURE OF APPROVING OFFICIAL
John R Wilken

16. TITLE
for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: November 23, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
D. E. SWAN

From: D.E. Swan, P.E.
Project Unit Engineer

Subject: Project No. F-2-5(7)
Nehalem River-Wheeler O'xing Section
Oregon Coast Highway
Tillamook County
(File 53769)

I request authorization to proceed with the actual acquisition of the above listed file on the subject project. The area to be acquired is as outlined in red on the enclosed sketch map and does not involve relocation assistance.

The enclosed copy of Mr. Don Aman's memo of November 21, 1983 indicates the estimated total cost of the property is $10,000.

Authorization to proceed as requested will require an increase in total cost and Federal funds as follows:

	Total Cost	Federal Funds	Pro-Rata
Present	$ 36,000.00	$ 31,744.00	88.18
Additional	10,000.00	8,818.00	88.18
Total	$ 46,000.00	$ 40,562.00	

CL:bkb
Enc.

cc: J. Boyd
D. Aman
General Files

Form 734-3122

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION
Highway Division

INTEROFFICE MEMO
LOC 16

TO: Frank E. Terpin
Location Engineer

DATE: November 8, 1983

FROM: Edgar L. Johnsen, W. R. Fretwell
Geotechnical Engineer, Region Geologist

SUBJECT: Wheeler Over Crossing Foundation Failure of Oct. 25, 1983

The following are our recommendations concerning future construction on the Wheeler Over Crossing fill.

The counterbalance shall be widened 30 feet beyond the right-of-way line left of Sta. 109 to 111. The counterbalance shall be an average of 10 feet above the existing ground which is to el. 15. The material to construct the counterbalance shall be free draining granular material. Additional right-of-way will be required to accommodate the widened counterbalance and drainage facilities. The Project Manager, Bud Van Cleave, has arranged for State control of the necessary property. Where the counterbalance is near the R.R. tracks, the counterberm top may be reduced to elevation 10 consistant with the berm construction against the R.R. fill on centerline. The counterbalance shall be essentially complete to full width before additional fill is placed on the main line. Reconstruction of the existing embankment failure area to its grade prior to failure will be allowed during the counterberm construction.

After the counterberm is completed, construction of the mainline fill may proceed at the rate consistant with the specifications, (no more than four feet increase in height in a four day period.) We anticipate that the contractor will deliver granular material to complete the fill to the top of the surcharge. (Eight feet shall be maximum height above the subgrade).

Over two feet of settlement has been measured from settlement plates. About 3.8 feet of settlement in 4½ months was predicted to t_{95}, the time when 95% of the primary consolidation has taken place. The three foot working blanket lift was completed Oct. 3, 1983. As the surcharge is completed the rate of settlement will again accelerate. We estimate that t_{95} will be achieved between mid-February and early April 1984. Certainty of prediction depends on the amount of settlement and dissipation of excess pore pressures after the surcharge is completed later this month. Since the fill failure Oct. 26, the pore pressure head in the standpipe is 11 feet above the average ground at elevation five.

With the failure, the stability of the old fill under maximum surcharge loading was questioned. Some assumptions were made about soil strengths

in the foundation soil bounding the old fill. Using conservative soil strength values a marginally adequate safety factor against failure is predicted. Continued monitoring of the tag line on the existing structure is recommended.

Attached are two reports with drawings by Jan Six, Soils Specialists, which discusses various aspects of the analysis of the Wheeler Foundation failure.

ELJ:WRF:ss

Attachments

cc: C. O. Fredrickson
H. N. Van Cleave
C. T. Keasey
Ron Chassie, FHWA
W. H. Kappus

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

INTEROFFICE MEMO
LOC 16

TO: Edgar L. Johnsen
Geotechnical Engineer

DATE: November 3, 1983

FROM: Jan L. Six
Highway Engineer I

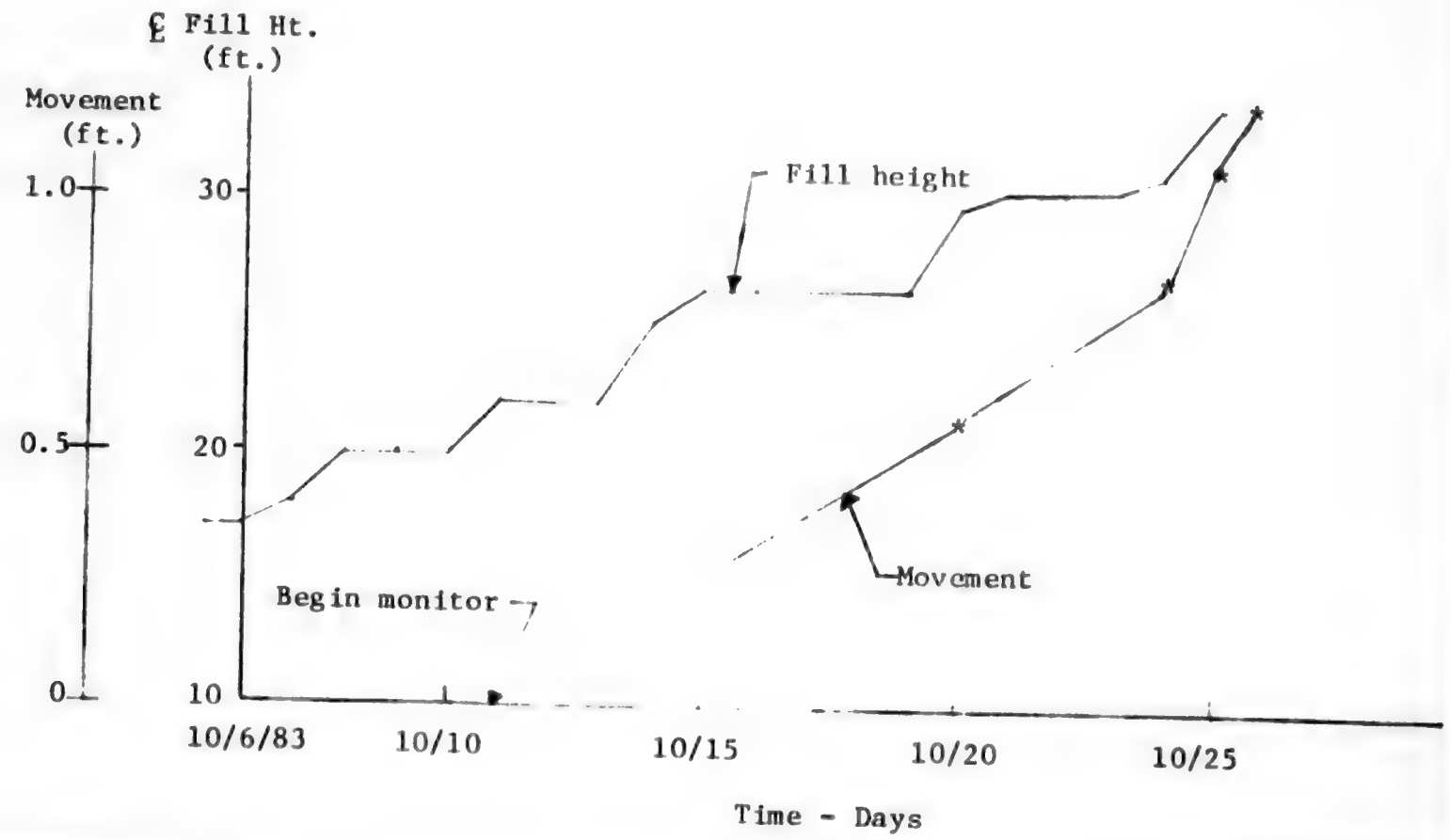
SUBJECT: Wheeler Over Crossing
Embankment failure

INTRODUCTION

The embankment failure is part of the north approach fill to the Wheeler Over Crossing and is located between stations 109+00 and 112+00. Failure occurred the night of 10/25/83 and displaced material 7-8 feet, both horizontally and vertically. The embankment was about 75% completed (subgrade fill height) when failure occurred. Maximum fill heights were between 32-35 feet. A plan view and typical cross section of the failure are shown on the following page.

MODE OF FAILURE

Many factors may have contributed to the embankment failure. A design error in the surcharge dimensions and slope angle led to a decrease in the counterbalance width from 50 feet to about 30 feet. The failure surface exited at the toe of the counterbalance along a drainage ditch line. Lateral movement was monitored beginning on 10/11/83 at Station 110+50 left. This survey showed a total horizontal movement of 1.20 feet the day before failure. A graph showing the fill height and lateral movement vs. time is shown below.



MODE OF FAILURE (CON'T)

The lateral movement detected prior to collapse indicates a translational mode of failure with a relatively shallow (5-10 feet) slip surface. This type of translational movement created a tensional stress state in the embankment which eventually yielded & resulted in smaller rotational failures within the larger "block". The failure surface may have resulted from an increase in pore water pressures immediately under the sand drainage blanket. The permeability of the fine sand drain material may have been substantially reduced by the infiltration of the silt and clay soils below. Two pneumatic peizometers were located at Sta. 111+00 LT30 at depths of 7' & 14'. The pore pressure readings from these instruments did not show pore water pressures reaching a critical point. The lower peizometer broke 10/15/83 and the upper one continued to function up to and after the failure. The lateral movement, however, may decrease the confining pressure creating a lower in-situ stress state and lower the critical pore pressures. In addition, the movement would gradually produce a remolded cohesive shear strength along the failure surface much smaller than the strength value used in the original stability analysis.

ANALYSIS OF CORRECTIVE DESIGNS

Introduction

The translational nature of the failure lends itself to a sliding block type of stability analysis. The failure surface was estimated to be 5 feet below the original ground surface and oriented horizontally. The cross section at Sta. 111+00 was used for the corrective designs and stability analysis. A forty foot fill height was used (subgrade + surcharge). Analysis was accomplished by using the stable 3 computer program and cross checked with hand calculations.

MATERIALS & PROPERTIES

The residual cohesive shear strength was backfigured from the post failure cross sections. This value ($c = 225$ psf) was used throughout the analysis for the strength along the failure plane. The fill material was assumed to be an assortment of sandy silt and rock fragments with a unit weight of 110 pcf and $\phi = 30°$. The existing fill was assumed to have a unit weight of 120 pcf and $\phi = 35°$. Static water level was assumed to be at the original ground level. The three foot sand blanket material was not included.

DESIGNS

A counterbalance extension was considered the most economical and accommodating design under the circumstances. Ron Chassie and Ed Johnsen proposed a counterbalance extension 120 feet beyond the originally designed 50 foot counterbalance width. The height of the extended counterbalance is 10 feet; 5 feet lower than the 50 foot section.

The sliding block analysis was performed on this design section. The safety factor was found to be 1.32. The counterweight was then shortened 20 feet and the factor of safety was 1.24. A CIRCL 2 program that generates circular failure surfaces was also run on the 20 foot shorter extension. The CIRCL 2 program used c = 225 psf for the upper 0-7 feet of silt and c = 500 psf below 7 feet. A summary of the analysis is as follows:

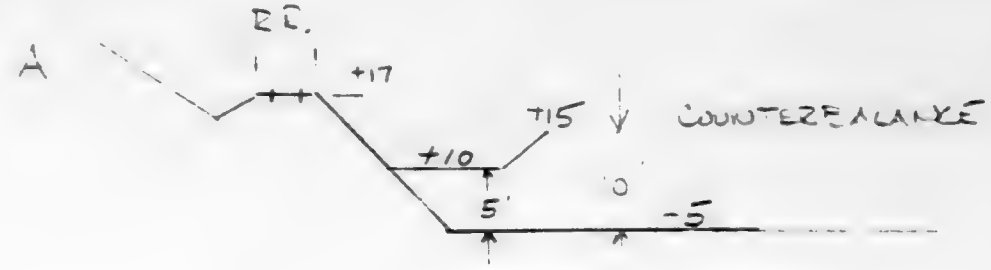
DESIGN	FACTOR OF SAFETY	
	SLIDING BLOCK	CIRCL 2
120' C.W. Extension	1.32	--
100' C.W. Extension	1.24	1.27

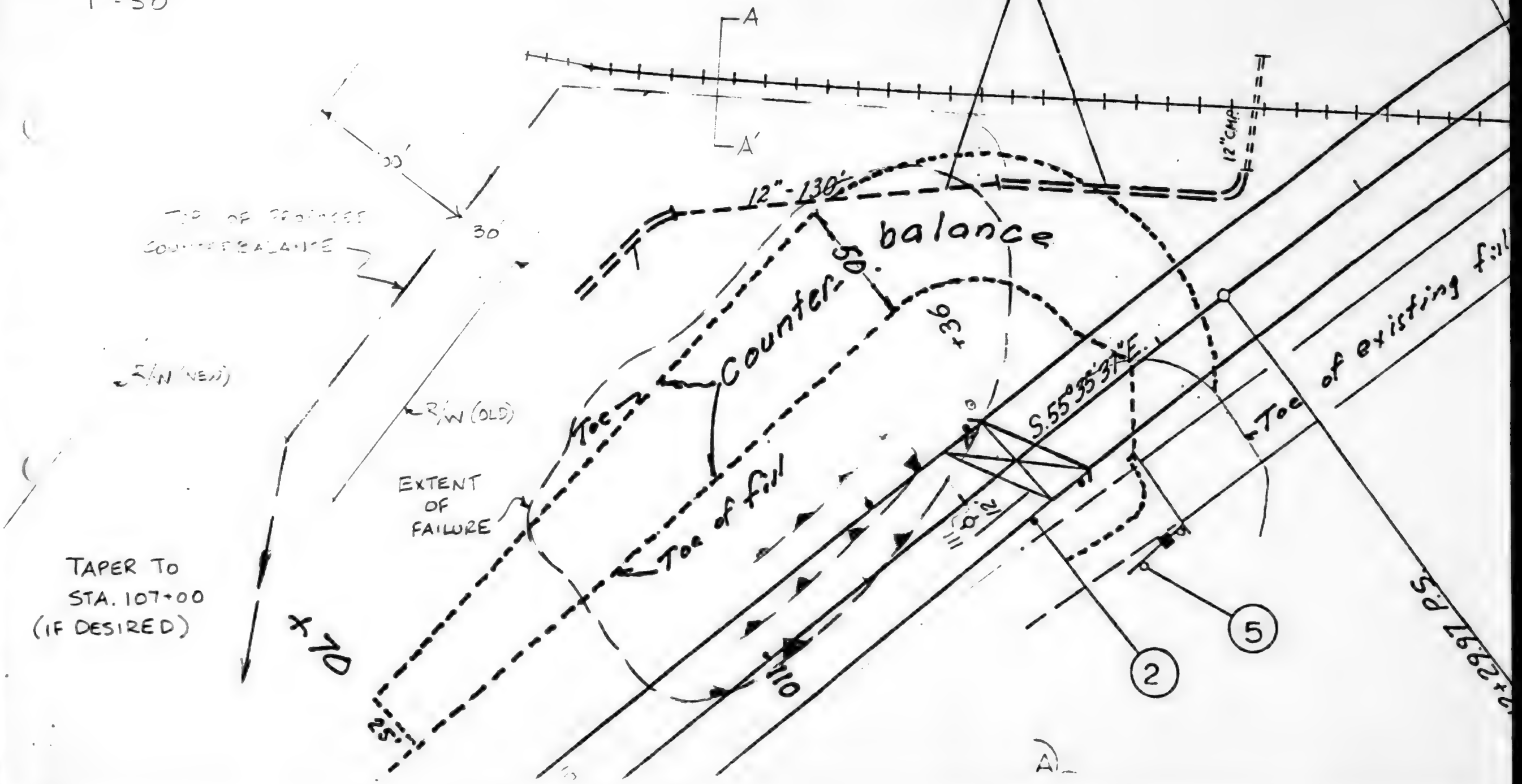
Calculations done by hand agree with these results. An additional assumption made in the analysis is that the c = 200 psf soil (remolded) continues beyond the existing limit of the slide. This would add to the ~~coner~~ conservatism of the analysis.

WHEELER OVER CROSSING

TILLAMOOK CO.

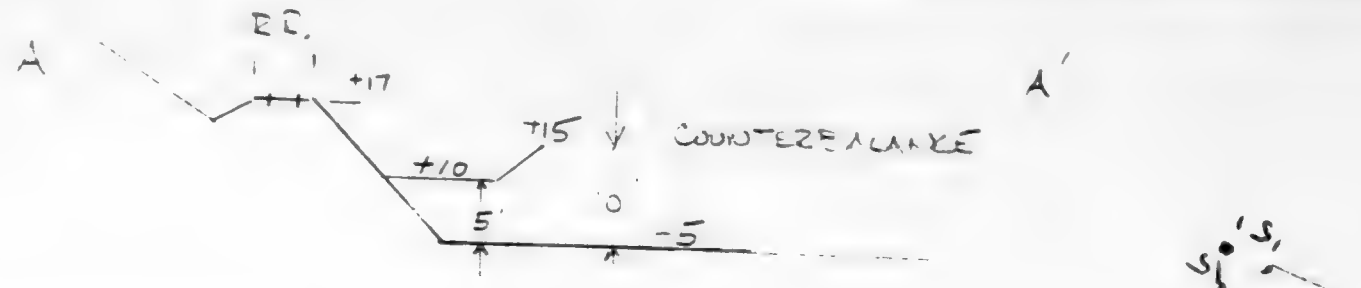
1"=50'

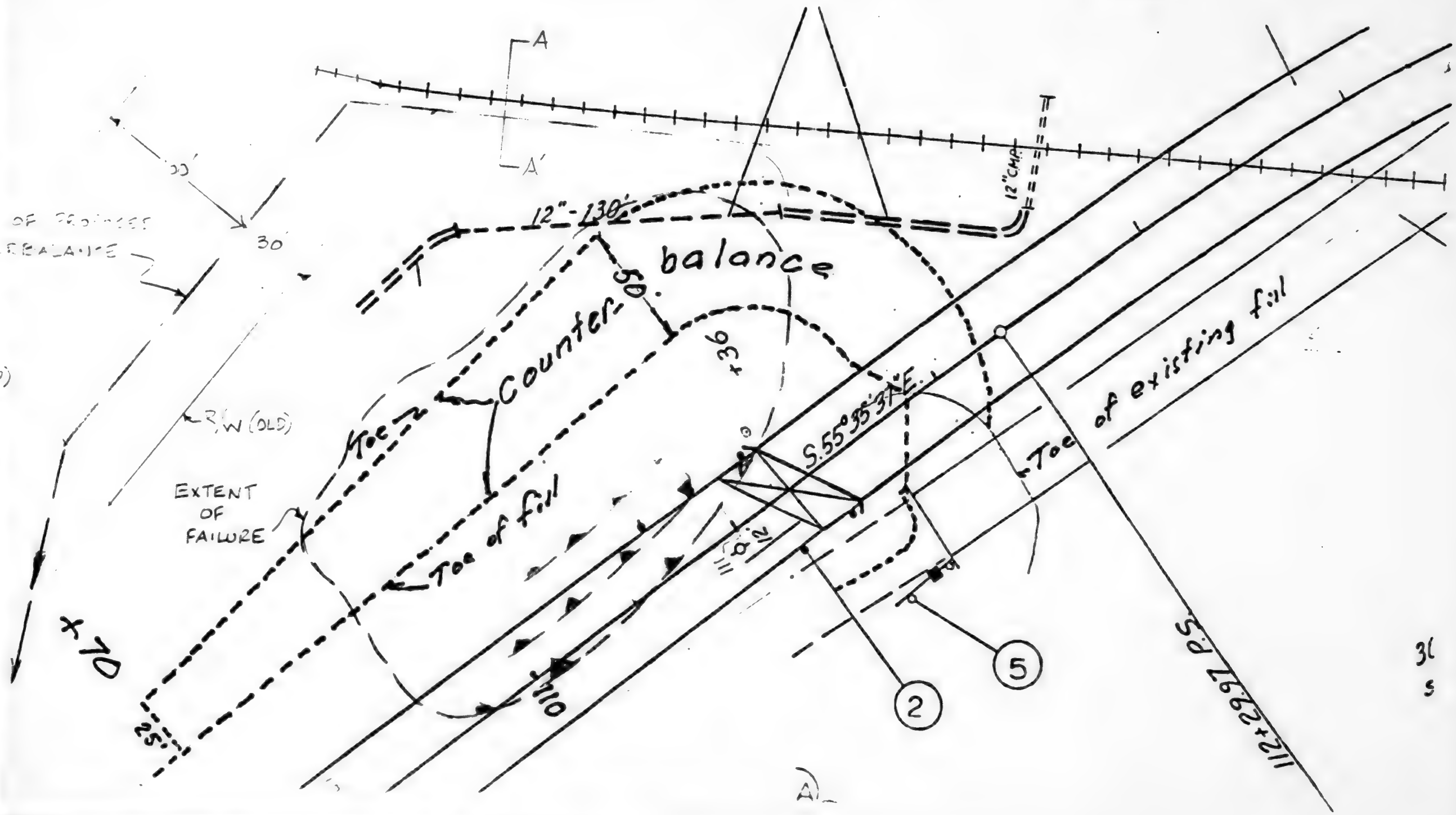




ER OVER CROSSING

OOK CO.





STATE OF OREGON
DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

INTEROFFICE MEMO

LOC 16

TO: Edgar L. Johnsen
Geotechnical Engineer

DATE: November 7, 1983

FROM: Jan L. Six JS
Highway Engineer I

SUBJECT: Wheeler Over Crossing
Stability Analysis of Cross Section
through existing structure

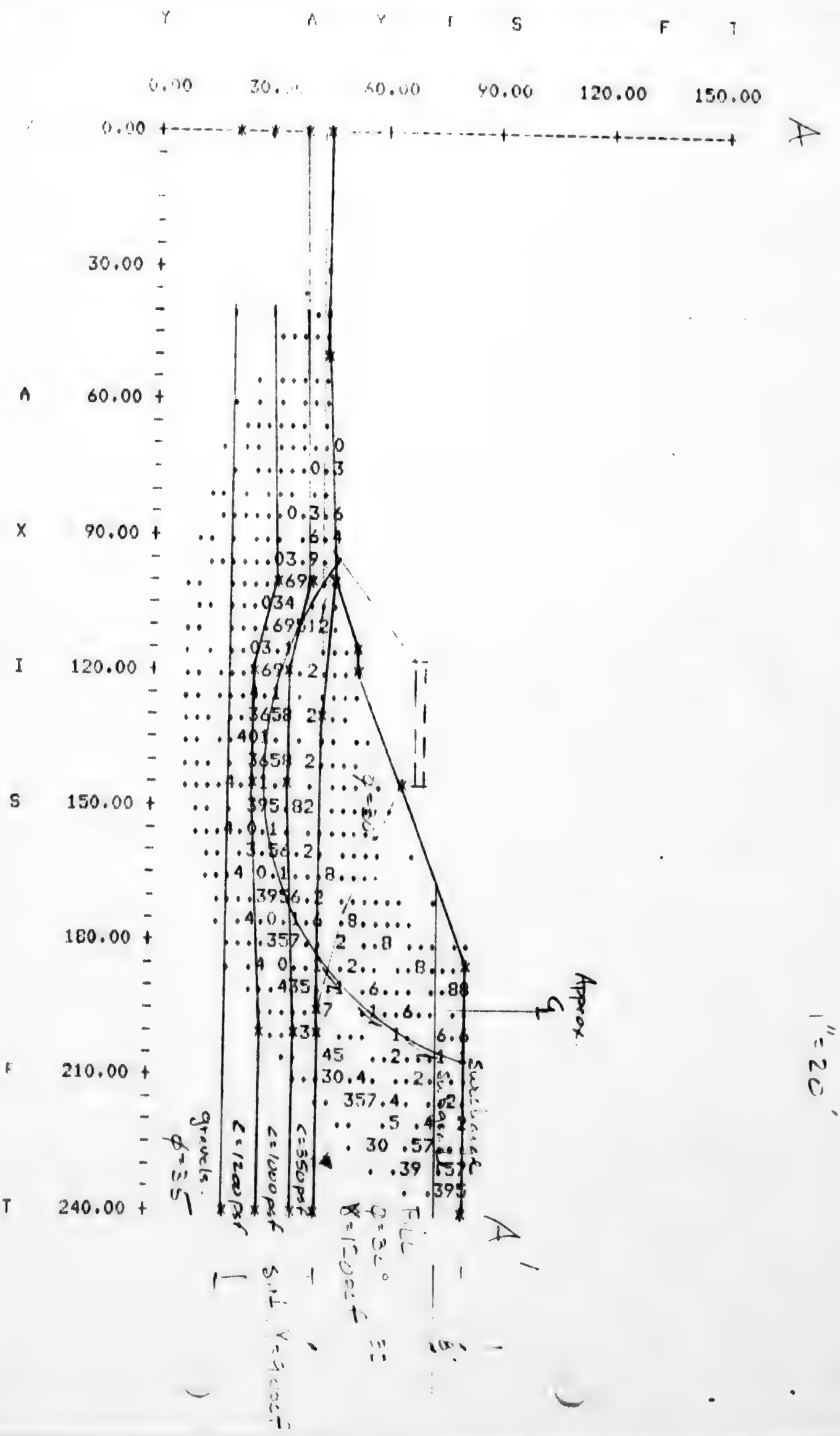
The attached cross section A-A' was examined to determine the impact of the new fill plus surcharge on the existing roadway and bridge abutment. This section was choosen as the most critical in terms of the cohesive shear strengths of the soils under the existing fill.

The soils are silts to sandy silts and were divided into three separate layers and assigned different cohesive strength values. The soil parameters used and the resulting critical failure surface is shown on the cross section attached; copied from the Stable 3 computer printout. The lowest factor of safety is 1.34 and the failure surface extends down through the C = 1000 psf material. The second most critical failure surface (F.S. = 1.38) is shallower through the C = 350 psf material. Both surfaces exit at the toe of the existing fill.

These results indicate that a counterbalance around the base of the existing roadway is not necessary. This analysis is, of course, is based on assumed cohesive strength values. No direct field information was available on the consolidated drain cohesive shear strengths of the foundation materials. The values used, however, appear to be reasonable and conservative when compared to triaxial test results from samples adjacent to the existing fill.

Continuous monitoring of the tag-line across the existing structure and control points along its base is recommended. Settlement plates should also be monitored to determine when 90-95% consolidation has been reached. It is difficult to determine what effect the movement has had on the settlement places. Currently about 2+ feet of settlement has occurred. The total settlement @ t_{95} = 3.8 feet and was initially estimated to take 140 days (4.5 mos.). This time period is still valid and settlement should proceed at about the same rate.

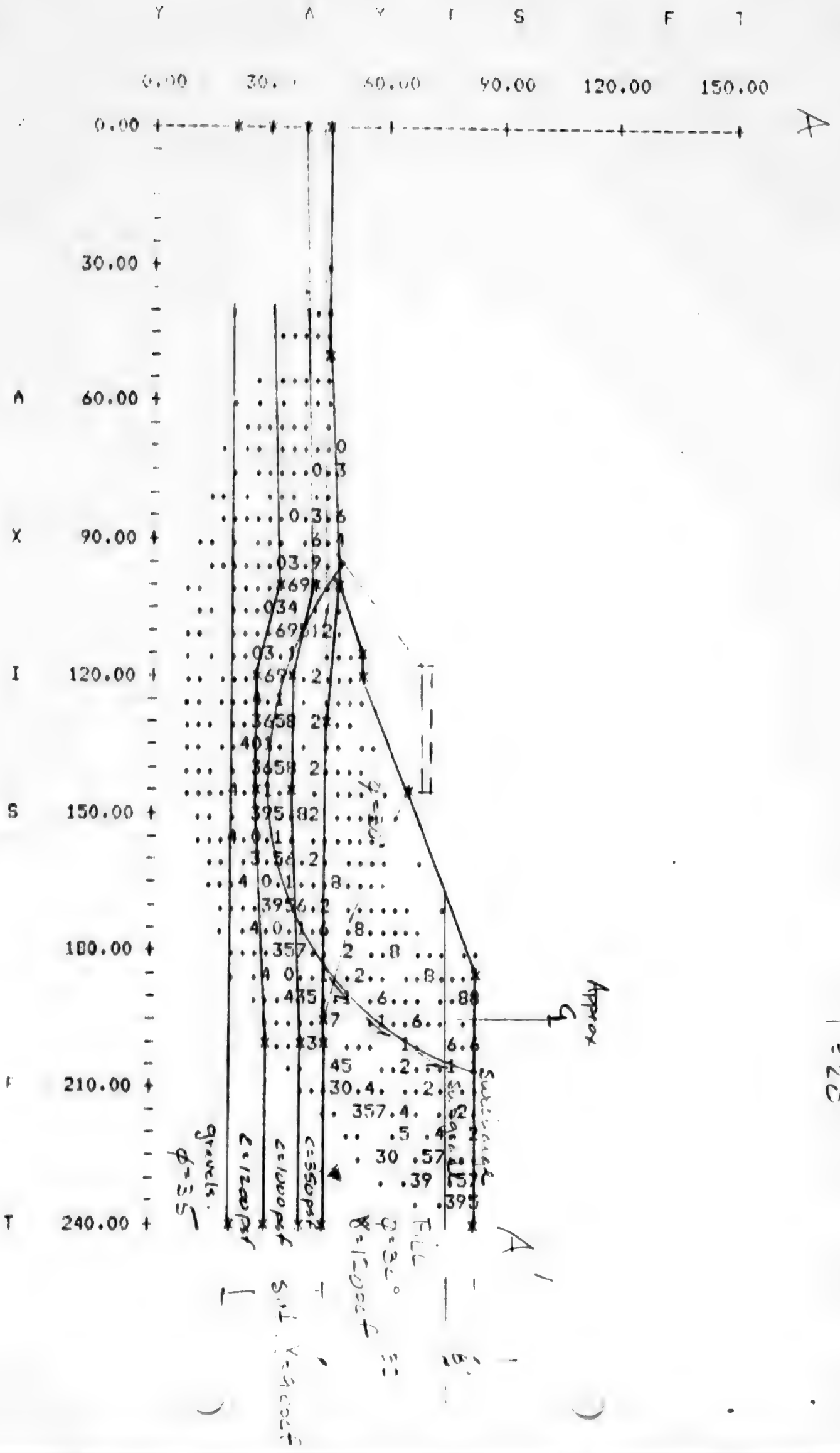
JLS:ss


Y A Y I S F T
0.00
30.00
60.00
90.00
120.00
150.00
180.00
210.00
240.00
A
X
I
S
F
T
Approx
Gravels
Sandstone
1" = 20'

Oregon Micro-Imaging, Inc.

1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

RETAKE


Y A Y I S F T
0.00
30.00
60.00
90.00
120.00
150.00
A
0.00
30.00
A 60.00
X 90.00
I 120.00
S 150.00
180.00
210.00
T 240.00
Approx
1"=20'

Oregon Micro-Imaging, Inc.

1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

END

OF

RETAKE

WHEEL LOG

1" = 50'

(7) Sta 105+90 to 111+68
Const. A

(11) Sta 105+90 to 111+68
Const. Guard Rail — 25' on 15' Radius — 5 (Type 2A)
Const Anchor — 1 (Type 1)
Inst End Piece — 1 (Type C)

Taplin
255-71

Taper Area

EXISTING R/W

P.S.C.

P.O.T.

Sta 1272+50.24 P.O.T.

Sta 1273+83.95 P.S.C.

Sta 1276+19.68 P.O.T.

Sta 1277+77.13 P.S.C.

Sta 1279+20.81 P.O.T.

Sta 1280+77.13 P.S.C.

Sta 1282+91.63 P.O.T.

Sta 1284+49.13 P.S.C.

Sta 1286+91.63 P.O.T.

Sta 1288+49.13 P.S.C.

Sta 1289+91.49 P.O.T.

Sta 1291+49.13 P.S.C.

Sta 1293+91.49 P.O.T.

Sta 1295+49.13 P.S.C.

Sta 1297+91.49 P.O.T.

Sta 1299+49.13 P.S.C.

Sta 1301+91.49 P.O.T.

Sta 1303+49.13 P.S.C.

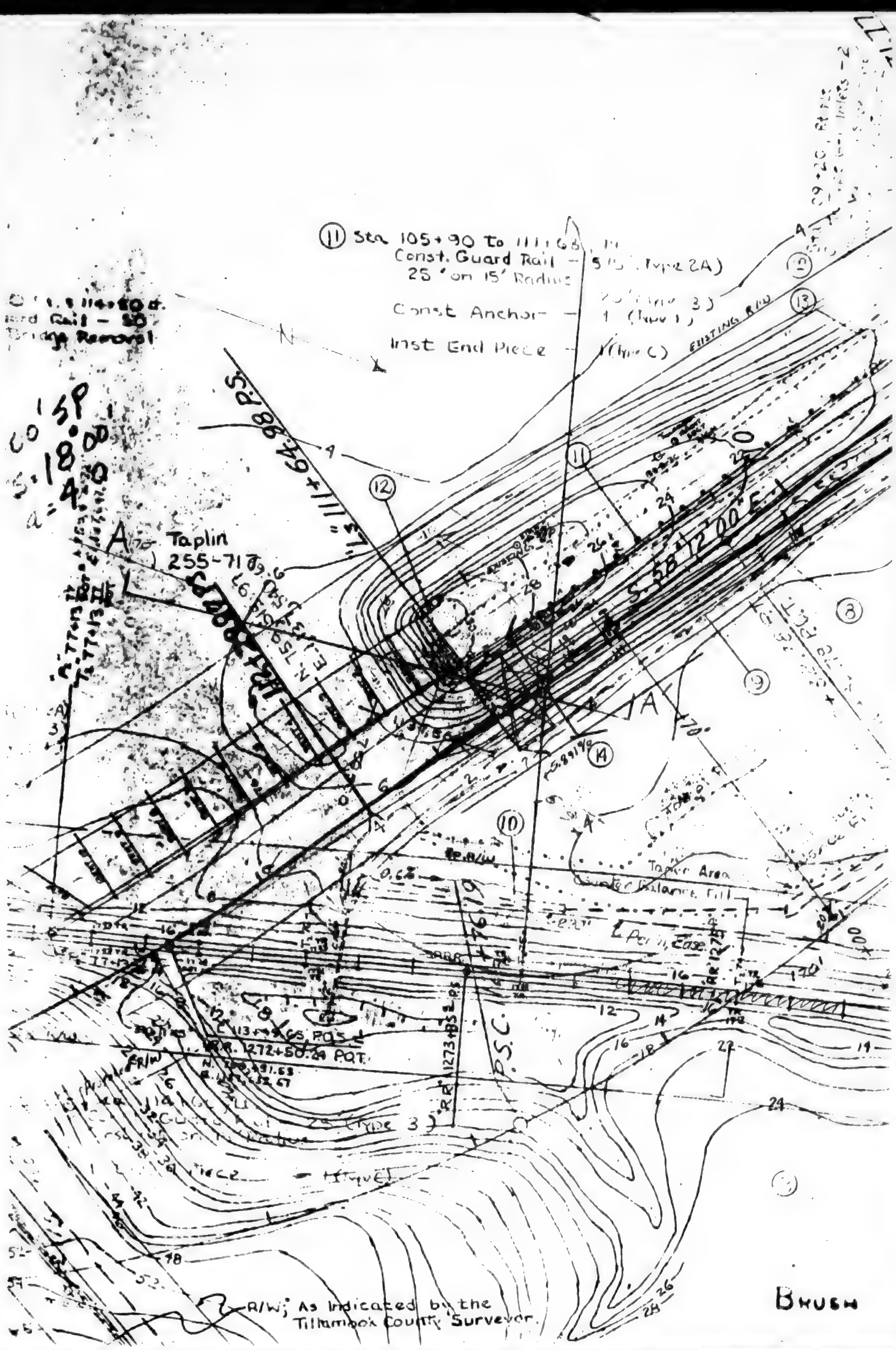
Sta 1305+91.49 P.O.T.

Sta 1307+49.13 P.S.C.

Sta 1309+91.49 P.O.T.

Sta 1311+49.13 P.S.C.

Sta


(11) Sta 105+90 to 111+68
Const. Guard Rail – 5 (Type 2A)
25' on 15' Radius
Const Anchor – 1 (Type 3)
Inst End Piece – 1 (Type C)
EXISTING R/W
Taplin
255-71
Taper Area
Counter Balance Fill
L Perm. Ease.
R/W; As Indicated by the Tillamook County Surveyor.
BRUSH

ROAD DESIGN SECTION 378-6558 ROW 3-1

J. B. Boyd, Manager
Right of Way Section

November 4, 1983

J. H. Versteeg
Road Design Engineer

File 53769 and 53770
Wheeler Overcrossing Section
Oregon Coast Highway
Tillamook County

Attached are descriptions (2 files), an authorization and right of way prints covering additional right of way required for a fill failure for the subject project which was requested by Region 2.

By: ORIGINAL SIGNED BY
W. H. WAKERLIG

W. H. Wakerlig
R/W Descriptions Supervisor

WHW:rlr
Attachments

9706

9misc

STATE OF OREGON
Highway Division - Region 2

INTEROFFICE MEMO
378-2626

TO: Hank Wakerlig
RIGHT OF WAY DESCRIPTIONS SUPERVISOR

DATE: October 31, 1983

FROM: Gerald W. Wimer
REGION 2 CONSTRUCTION ENGINEER

SUBJECT: R/W File 52355
D. W. and D. A. Neahring
and R/W File 52185
S. P. T. Co.
Wheeler O'xing Section
Oregon Coast Highway

1 Versteeg ✓
Anderson
Adams
Macnab
Stoudenmeyer
Terpin
Trost
V. Wakerlig

RECEIVED
NOV 03 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up
Action

A substantial fill failure last week necessitates expedited right of way enlargement on the subject files in order to keep from delaying the contractor.

Region Right of Way Supervisor, Virgil Wilson, is securing a permit of entry on the Neahring property. Railroad and Utilities Engineer, Roger Trygstad, is doing the same relative to the Southern Pacific property.

Your early preparation and furnishing them appropriate descriptions is requested. Thank you in advance.

GWW/cal

cc: Duane Christensen
Roger Trygstad
Virgil Wilson
H. N. Van Cleave

RECEIVED
NOV 1 1983
DISTRICT II
R/W. OFFICE

Descriptions complete 11/4/83.

81-125-1307

Contains Recycled Materials

.40

115+29.97 P.S.C.

300' Sp.
S 18°
a 4.0

112+29.97 P.S.

+00

110

Ega (C.P.)

S

8.6 Ac. ± R/

File 52185(S.P.T.C.)
Sm. 9B-12-11

100'

100'

52186
0.13 Ac.±

50'

+29.97

S.P.R.R.

52355

210'

0.81 Ac.

3.0 Ac.± Lt.

100'

+00

12 Ac. ± Lt.

Additional Easement
Outside Their Subgrade

R.W. & L.M. T/
109-471
209-218

D.W. & D.A. NE
253-19

Henryson

N. 760,000

E. 1,198.0

R/W MAP 9B-18-3
WHEELER O'XING SECTION
OREGON COAST HIGHWAY
TILLAMOOK COUNTY

Nehalem

Bay

LOT 5

"Nehalem Bay Winery"

105

+50

52184 0.13 Ac. ± Total

70

70

52

S. 55° 35' 37" E.

700'

30

0.81 AC.

Dike

100

100

100+66.18 P.T.

S.L.M. TAPIN
109-471
209-218

& D.A. NEAHRING (C.P.)
253-190

Fnd. 3/4" I. Pipe
N 760,230.30
E 1,137,154.39
(2-5-80)

Gallagher Slough

Rye

STATE OF OREGON
RAILROAD & UTILITY UNIT 378-6511

INTEROFFICE MEMO
ROW 18-2

TO: Robert Gormsen
Commission Services

DATE: September 26, 1983

FROM: Roger D. Trygstad, PE
Railroad & Utility Engineer

SUBJECT: Service Contract No. 83-2
Crossing No. FD-832.30-A
Oregon Coast Highway (Wheeler)
Tillamook County
ODOT Agreement No. RR-1118
Project No. F-BRF-2-5(11)

RAILROAD COMPANIES
FILE No. 1118

Attached is the State's fully-executed counterpart of a Service Contract between the Southern Pacific Transportion Co. and the Oregon Department of Transportation, Highway Division, calling for railroad protection and engineering inspection during the Wheeler O-xing Section project.

RDT/llr
Attachment
cc: D. E. Wilken - w/copy
C. T. Keasey - w/copy
V. E. Skoog - w/copy - ATTN: Klint Tegland
D. E. Swan - w/copy (2)
C. O. Fredrickson - w/copy (2)
H. N. VanCleave - w/copy

9/29/83 mailed in Wash

RECEIVED
SEP 26 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

September 7, 1983

Hamilton Construction Co. (Oregon)
P. O. Box 659
Springfield, OR 97477

CON 5
#9706

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 9706 for work on the Wheeler Overcrossing Section of the Oregon Coast Highway in Tillamook County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

da

Enclosure

cc: Wilsom & Rowland Inc. of Oregon
1311 N.W. 21st Avenue
Portland, OR 97209

Transamerica Insurance Co.
1150 South Olive Street
Los Angeles, CA 90015

bc: C.T. Keasey
Walt Hart
Robert Church
Jan Peterson
C. O. Fredrickson (contract signature
H. N. VanCleave pages attached)
Merle Anderson

Hansen & Rowland

Insurance Brokers and Consultants

August 25, 1983

Oregon Transportation Commission
Department of Transportation
121 Transportation Building
Salem, OR 97310

RE: Hamilton Construction Co. (Oregon)
OSHD Contract 9706, Tillamook County
Oregon Coast Highway, Wheeler O'Xing Section
F-BRF-2-5(11) 029-1015

Gentlemen:

At the request of our client, we are enclosing the contract documents in duplicate covering the above project.

Also enclosed are the required certificates of insurance, certified xopies of the insurance policies and the Railroad Protective Liability policies as required in the specifications.

It is our understanding that upon execution by the Department of Transportation you will dispense documents to the appropriate agencies.

We trust you will find the enclosed in order, however should there be any question, please call.

Sincerely,

Tomi Lou Smith

Tomi Lou Smith

CC: Jack Axtell
Hamilton Construction Co. (Oregon)
P. O. Box 659
Springfield, OR 97477

RECEIVED
AUG 29 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

HAMILTON CONSTRUCTION CO.
CONTRACTORS & ENGINEERS

P.O. BOX 659
SPRINGFIELD, OREGON 97477-0121
(503) 746-2426

August 15, 1983

Mr. Robert Gormsen
Oregon State Highway Division
Office of Commission Services
Room 121, State Transportation Bldg.
Salem, Oregon 97310

Subject: Grading, Paving, Structure #9706
Signing and Landscaping
Wheeler Overcrossing, Oregon Coast Highway
MBE Requirements
WBE Requirements

Dear Sir:

Listed below are the following firms that we will use to meet MBE and WBE Requirements.

FIRMS FOR WBE:

Aichele Landscaping, Inc.
11360 S.E. Stevens Road
Portland, Oregon 97266
Lorene K. Aichele 654-8816

Their bid items and totals are as follows:

Item No.			
78	Roadside Seeding and Mulching	2 Acres at $800.00	$ 1,600.00
79	Furnishing and Planting Trees	20 Each at $45.00	900.00
80	Furnishing and Planting Shrubs	1,280 Each at $5.50	7,040.00
81	Furnishing and Planting Willow Cutting	1,364 Each at $2.45	3,341.80
82	Bark Mulch	46 Units at $128.00	5,888.00
			$18,769.80

FIRMS FOR MBE:

J & J Fencing
694 N. 34th Street
Springfield, Oregon 97477
Frances Conkle 746-6227

Their bid items and totals are as follows:

Item No.			
9	Flagmen	1,500 Hours at $20.00	$30,000.00
10	Pilot Car	500 Hours at $30.00	15,000.00
			$45,000.00

Very truly yours,

HAMILTON CONSTRUCTION CO.

William T. Peckham

William T. Peckham
President

WTP:jd

RECEIVED
AUG 16 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Kay Turner

STATE OF OREGON
ROAD DESIGN SECTION

INTE..OFFICE MEMO
DES 16

TO: Gerald W. Wimer
Region 2 Construction Engineer

DATE: September 2, 1983

FROM:
Donald R. Adams
Final Design Engineer

SUBJECT:
Wetland Mitigation
Nehalem River-Wheeler Overcrossing Section
Oregon Coast Highway
Tillamook County
Contract No. 9706

The wetland mitigation you object to would have been shown on the plans except that through oversight they were not shown on the preliminary plans and, because of the late review of the preliminary plans, we were not aware of the error until immediately prior to advertisement. Even so, the mitigation is required and should be installed.

I am enclosing a memo to file from Pieter Dykman dated January 6, 1983 indicating the need for the referred to mitigation. I also am enclosing a copy of a letter dated August 31 from Cam Gilmour to me on the same subject. Having made the commitments to the various agencies, I do not believe significant justification could be developed to eliminate the mitigated measure as proposed. While this kind of construction near the roadway can be termed a hazard to the motoring public, it seems that the hazard would be very minimal. It is not anticipated that the water level in this ditch would be any greater than one foot.

Please proceed with the installation of the mitigation as requested.

DRA:ja

Enc.

cc E. S. Hunter (enc.)
Cam Gilmour
C. O. Fredrickson

RECEIVED
TECHNICAL SERVICES
SEP 7 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

01-125-1307

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

ENV 3

TO: Donald R. Adams, Final Design Engineer
Road Design Section

DATE: August 31, 1983

FROM: Cam Gilmour, Manager
Environmental Section

SUBJECT: Nehalem River-Wheeler Overcrossing Section
Oregon Coast Highway
Tillamook County

Versteeg
Anderson
Adams
Macnab
Stoudenmayer
Terpin
Trout
Wakerlig

RECEIVED
SEP 01 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ___/___/___
Action

In regards to Gerald Wimer's August 24, 1983 memo on the subject project, I am providing you with the following information. The proposed mitigation for the loss of wetlands has been extensively coordinated with the Oregon Division of State Lands and the Oregon Department of Fish and Wildlife (ODFW). This coordination culminated in the specific requirements which are stipulated in Attachment A, Special Conditions for Material Fill Permit #3684.

Mr. Wimer indicated that the construction of the wetland ditch between approximately stations 96 and 105 will lead to the adjoining property owner diking his property, which would result in the loss of wetlands rather than the replacement of wetlands as intended. We have no evidence that this would be the case. The proposed mitigation was reviewed in the field on December 14, 1982. This field review involved representatives from FHWA, ODFW, the Division of State Lands, Location Section, the project manager, and a member of the Environmental Section staff. As a result of this meeting, the original recommendations for wetland mitigation were modified. These modifications are reflected in the fill permit issued for this project.

Any decisions which would change the conditions of the fill permit would need to be approved by State Lands and ODFW. If changes appear to be necessary we would appreciate being contacted.

CMG:dmc

Attachment

cc: Hal Versteeg
C. O. Frederickson

81-125-1387

Contains Recycled Materials

STATE OF OREGON
Highway Division - Region 2

INTEROFFICE MEMO
378-2626

TO: Donald R. Adams
FINAL DESIGN ENGINEER

DATE: August 24, 1983

FROM: Gerald W. Wimer
REGION 2 CONSTRUCTION ENGINEER

SUBJECT: Wheeler Overcrossing
Oregon Coast Highway
Contract 9706
29-1015

This is to acknowledge receipt of your August 17 letter directing the addition of approximately 650 feet of ~~elephant~~ ditch to fulfill mitigation obligations. Usually such ditches are shown on the bidding plans and we have no way of differentiating, without careful study, those necessary for drainage compared to those necessary for other purposes.

In this case, though, the addition of the ditch for mitigation purposes draws closer review. The ditch is unnecessary for drainage purposes and it adds a minor degree of hazard to the motorist's safety.

I do not believe the extension of the Gallagher Slough trailing edge guadrail would improve the safety. And I believe the addition of the ditch will lead the adjoining owner to diking his property, resulting in the loss of wetlands rather than an addition to the wetlands. Besides, there are plenty of wetlands in Clatsop and Tillamook Counties.

Please reconsider this mitigation directive before we proceed with it.

GW/rgb

cc: Ed Hunter

1 Versteeg ✓
Anderson
2 Adams
Macnab
Stoudenmeyer
Terpin
Trout
Wakerlig

RECEIVED
AUG 24 1983
ROAD DESIGN SECTION

Do Not File
Return to
Bring Up ...../...../.....
Action

81-125-1367

ROAD DESIGN SECTION

DES 16

Gerald Wimer
Region Construction Engineer

August 17, 1983

Donald R. Adams
Final Design Engineer

Wheeler Overcrossing
Oregon Coast Highway
Tillamook County

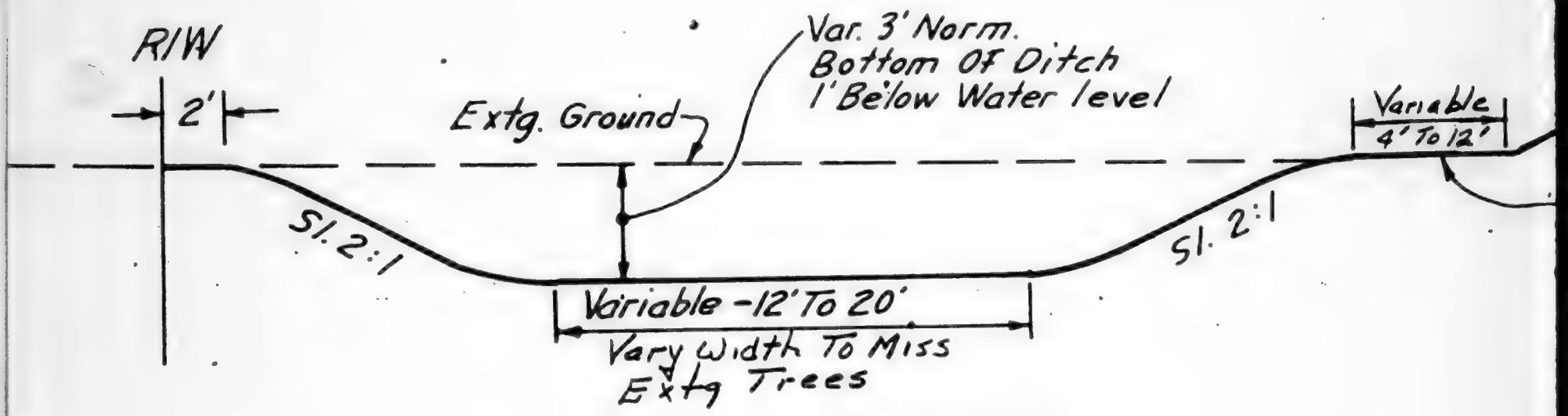
Required mitigative actions for the Wetland Ditch were not clear and it has come to light that mitigation was not carried far enough south.

To correct this situation, we have a detail showing this extension, Station 95+95 to Station 102+40, which should be completed under the project.

DRA:ja

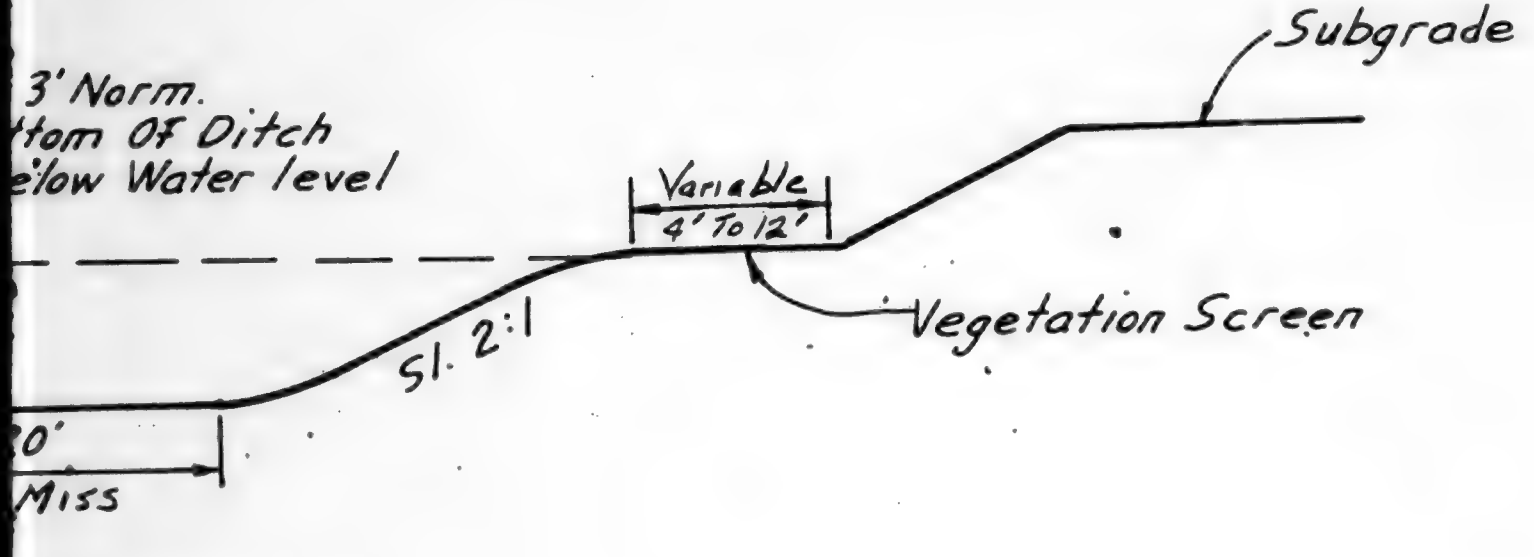
Attachments

cc Cam Gilmour



WETLAND DITCH

STA. 95+95 To STA. 102+40 LT.



DITCH
STA. 102+40 LT.

U.S. Department of Transportation
United States Coast Guard

Commander
Thirteenth Coast Guard District

915 Second Avenue
Seattle, WA 98174
Staff Symbol: (oan)
Phone: (206) 442-5864

16591
Serial 456
25 August 1983

Mr. E. S. Hunter
Assistant State Highway Engineer
Oregon Department of Transportation
Transportation Building
Salem, OR 97310

Dear Mr. Hunter:

As provided for in 33 CFR §115.70, we have identified Gallagher Slough, entering the Nehalem River between the towns of Nehalem and Wheeler, Oregon, as a waterway for which the Commandant of the Coast Guard has given his advance approval for the construction of bridges.

A Coast Guard Bridge Permit will not be required for the replacement of the SR 101 highway bridge across Gallagher Slough southeast of Nehalem, Oregon.

Gallagher Slough will be added to our list of advance approval waterways.

Sincerely,

John E. Mikesell
Chief, Bridge Section
By direction of the District Commander

Copy to: OSDOT, Walter Hart
FHWA, Herb Schell

8-30-83
NOTED
E. S HUNTER
cc Versteeg
Freedman

RECEIVED
TECHNICAL SERVICES
AUG 29 '83
REFER TO

Gen Files —

MISC. CONTRACTS and AGREEMENTS No. 1

This agreement is with "SUNSET DRAINAGE DISTRICT

Cover!
Reconstruction of Gallagher Slough structure and tide gates on Wheeler Diking Section of the Oregon Coast Highway.

Jack L.

NOTED
FRAN NEAVOLL

8/23/83
note to adele
re Boyds — gen files ok to file now. Thanks

r11

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: F-BRF-2-5(11)

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 20124

2A. COUNTY NAME: Tillamook

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 8/23/83

8. FEDERAL ROUTE NUMBER: Primary 2

9. STATE ROUTE NUMBER: Primary 9

10. GENERAL LOCATION:

Wheeler O'Xing Section

11. GENERAL DESCRIPTION OF WORK:

Provide protection and inspection during construction

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Potter's 8/15/83 letter you are authorized to proceed with the work covered by the Agreement with Southern Pacific Transportation company approved by the Highway Division on 3/21/83 at a total estimated cost of $100,255 Federal Funds $80,204.

The above authorization is contingent upon modification of Project agreement if additional funds are required.

RECEIVED
STATE HWY ENGR
AUG 30 '83
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig 8/31

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
8/23/83	A. K. Hoosman	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

rll 9724

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROV[illegible] AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: See below

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: various

2A. COUNTY NAME: See below

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 8/19/83

8. FEDERAL ROUTE NUMBER: Various

9. STATE ROUTE NUMBER: Various

10. GENERAL LOCATION:

See Projects below

11. GENERAL DESCRIPTION OF WORK

Force Account and Extra Work - "Anticipated Items" as shown in "PS&E" Estimate

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
- [XX] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's letters dated 8/19/83 for the following projects you are authorized to proceed with those items shown in your "PS&E" Estimate for each project "Anticipated Items" by State Forces and Extra Work as being cost effective.

The above authorization will not require any additional obligation of funds.

HES-27-1(10)	F-2-3(11)
F-70(3)	BRF-2-5(11)
HES-A333(1)	IX-0000(53)
F-1(30)	HES-27-2(13)
IX-9822(8)	FG-21-2(15)
F-13(11)	F-35(12)
F-86(5)	HES-24(35)
F-29(10)	BHF-2-1(19)
IX-26(32)	F-12(4)

RECEIVED
STATE HWY ENGR
AUG 30 '83
REFER TO Potter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Original 8/31

14. DATE: 8/19/83

15. SIGNATURE OF APPROVING OFFICIAL: W. K Hanner

16. TITLE: for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION

August 15, 1983

In Reply Refer to
File No.:

PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration
ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Proposed Railroad Agreement
Project No. F-BRF-2-5(11)
Wheeler O'Xing Section
Tillamook County

I request your approval of the enclosed proposed agreement with Southern Pacific Transportation Company which was approved by the Highway Division on March 21, 1983 on the subject project. The estimated total cost for protective and inspection work by the railroad is $100,255.

I further request authorization to proceed with work by the railroad with no increase in obligation of funds.

CL:pf
Attachment

cc: R. Trygstad
General Files

734-1839

STATE OF OREGON
RAILROAD & UTILITY UNIT 378-6511

INTEROFFICE MEMO
ROW 18-2

TO: Robert Gormsen
Commission Services

DATE: August 1, 1983

FROM: Roger D. Trygstad, PE
Railroad & Utility Engineer

SUBJECT: Wheeler O'xing Section
Oregon Coast Highway
Tillamook County
ROW File 52185
ODOT Agreement No. RR-1118
Project No. F-2-5(7)

RAILROAD COMPANIES
FILE No. 111

Attached is the State's fully-executed counterpart of an indenture wherein the Railroad grants the Highway Division the right to construct the subject o'xing.

RDT/llr
Attachment

8.353
Included in agreement

81-125-1387

STATE OF OREGON
RAILROAD & UTILITY UNIT 378-6511

INTEROFFICE MEMO
ROW 18-2

TO: J. B. Boyd, PE, PLS
Right of Way Manager

DATE: March 17, 1983

FROM: Roger D. Trygstad, PE
Railroad & Utility Engineer

SUBJECT: Service Contract No. 83-2
Crossing No. FD-832.30-A
Wheeler O'xing Section
Oregon Coast Highway
Tillamook County
ODOT Agreement N[redacted]

Attached are two copies of a service contract between the Oregon Department of Transportation, Highway Division, and the Southern Pacific Transportation Co. by which the Railroad will provide protection and engineering inspection during the construction of the subject section.

This is a Federal aid project which will replace the existing deteriorating timber tressel bridge with a wider concrete structure on a slightly improved alignment.

Please review this agreement and if it is satisfactory, sign it on behalf of the Oregon Department of Transportation and return it to my office for transmission to the Railroad.

RDT/llr
Attachments
cc: Robert Gormsen

81-125-1367

rll 9706

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: F-BRF-2-5(11)

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 20124

2A. COUNTY NAME: Tillamook

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 7/20/83

8. FEDERAL ROUTE NUMBER: Primary 2

9. STATE ROUTE NUMBER: Primary 9

10. GENERAL LOCATION:

Wheeler O'Xing Section

11. GENERAL DESCRIPTION OF WORK

Grade, drain, pave, and structures

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Mr. Potter's 7/18/83 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $2,156,821. Regular Federal-aid matching ratio, appropriation code 010 in amount of $672,481 and increased Federal share (P.L. 97-424 Section 145) appropriation code 01L in amount of $90,402; and regular Federal-aid matching ratio, appropriation code 114 in amount of $1,115,149 and increased Federal share (P.L. 97-424 Section 145) appropriation code 11R in amount of $278,789.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
HWY ENGR
JUL 25 '83
REFER TO
Potter
FOR
Info | Inves | R/D | D/R | Sign | Act

Original att. to 7/25

14. DATE: 7/20/83

15. SIGNATURE OF APPROVING OFFICIAL: [signature]

16. TITLE: for Division Administrator

FORM PR-1240 (Rev. 12-78) PREVIOUS EDITIONS MAY BE USED

7/26

5

U.S.Department
of Transportation
**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project F-2-5(-)
Wheeler Overcrossing Section
Oregon Coast Highway

Date: July 15, 1983

From: Division Administrator

Reply to
Attn. of: HFO.2-OR/

To: Mr. H. S. Coulter
State Highway Engineer

Mr. D. R. Adams in a July 7, 1983 letter proposed obtaining the 45,000 cubic yard of embankment material needed for the subject project by widening the existing cut immediately south of the railroad overcrossing.

He points out that the material is suitable, is on State owned right-of-way, would minimize haul distances and would be seeded and mulched when complete. Removal of this material would also serve future road improvements and would not have an adverse environmental impact on the area.

We concur in the use of this area as a mandatory materials source as requested.

for Dale E. Wilken

cc:
OSHD (D R Adams)
OSHD (G Potter)

RECEIVED
STATE HWY ENGR
JUL 19 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

EDK

9106

5

STATE OF OREGON

INTEROFFICE MEMO

TO: MEMO TO SIGNED
ORIGINAL SIGNED
J.E. CHIDSEY

DATE: July 12, 1983

DES 23
714A

FROM: J. E. Chidsey, P.E.
Principal Structural Design Engineer

SUBJECT: Coast Guard Permit Exemption
Gallagher Slough Bridge
Oregon Coast Highway
Tillamook County
BR 714A

NOTED
E. S. HUNTER

I contacted John Mikesell of the Coast Guard Aids to Navigation Branch to determine the status of the Permit Exemption for the Gallagher Slough Bridge. He said that the exemption has gone to their Legal Branch for review. He does not anticipate any problem and expects the exemption to be issued in two weeks or so.

This is the first exemption to the Permit Process handled by the Seattle Office. John does not anticipate that future exemption applications will take as much time for approval.

JEC:jrb

cc: E. S. Hunter
FHWA
J. H. Versteeg
C. O. Fredrickson

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
JUL 13 '83
REFER TO
FOR
Info | Issue | R/D | D/R | Sign | Up | File

Contains Recycled Materials
81-125-1387

SP*75683.1

1710

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 7, 1983

In Reply Refer to
File No.:

DES 16

Dale E. Wilken, Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

NOTED
H.S.COULTER

Wheeler Overcrossing Section
Oregon Coast Highway
Tillamook County

This project requires approximately 45,000 yards of embankment. It is proposed to obtain this material by widening the existing cut immediately south of the railroad overcrossing.

This source for the fill has been made mandatory because the material is suitable for the fill, is on State right-of-way and is an extension of the work area. There are no known adverse environmental impacts upon removal of the material. The area will be seeded and mulched as part of our standard practice.

Your concurrence in the use of this area as a mandatory material source is requested.

J. H. Versteeg, P.E.
Road Design Engineer

by s/D.R.A.
Donald R. Adams, P.E.
Final Design Engineer

RECEIVED
STATE HWY ENGR
JUL 11 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

bc H. S. Coulter
E. S. Hunter
C. O. Fredrickson
W. E. Cole

RL:ja

Form 734-3122

1983 Wheeler O'Xing Sec., 9706
Oregon Coast Hwy. (Grading,
structure, signing and landscaping)#1

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES 16
PRO 3

TO: MEMO TO THE FILE

DATE: June 27, 1983

FROM: Steve Macnab
Specifications Engineer

SUBJECT: Wheeler Overcrossing Section
Oregon Coast Highway
Tillamook County

NOTED
E. S. HUNTER

J. H. Versteeg asked whether this project could be advertised without the Coast Guard permit. According to D. E. Swan, FHWA regulations would allow advertising but would not allow award without the permit.

J. E. Backstrand indicated that they should know by July 6 whether the Coast Guard would be able to issue a permit within a two-week period or whether a longer review period would be needed. If the shorter period is possible, we could advertise this project on July 21 for the August 11 bid opening. This assumes that the right-of-way certification is obtained.

SHM:ja

cc E. S. Hunter
J. H. Versteeg
Don Adams
Walt Hart
Gary Potter
J. B. Boyd

RECEIVED
TECHNICAL SERVICES
JUN 27 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

81-125-1387

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION

In Reply Refer to
File No.:

PRO 6-2

Date: June 23, 1983

To: Executive Department
Federal-Aid Coordination Unit

From: Gary A. Potter, Manager
Program Section

Subject: Federal-Aid Funding Application

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for Federal-Aid funding of the following:

Item No.	Project No.	Section Name & PNRS No.
20124	F-BRF-2-5(11)	Wheeler O'Xing Sec. PNRS #8002-2-650

JLG:bks
Enc.
cc: Dale E. Wilken, FHWA
General Files

734-1839

7136

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.

PRO 6-2

DATE: June 22, 1983

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary A. Potter, Manager
Environmental Section

SUBJECT: Project Data Submission
Item No. 20124
Project No. F-BRF-2-5(11)
Wheeler O'Xing Section
Tillamook County

Attached support data consists of PR-1 form and project map.

It is the Oregon State Highway Division's present intention to receive bids for this project on July 28, 1983, and request Federal-aid participation of 100 percent for reimbursement claims paid on or before September 30, 1984, in accordance with Pub. L. 97-424, section 145.

A copy of the State Clearinghouse A-95 review conclusions were forwarded previously.

JLG:1b

Attachments

cc: C. O. Fredrickson
General Files

Form 734-3122

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project F-2-5(-)
Gallagher Slough Brdige #714A
Oregon Coast Highway
Tillamook county

Date: June 17, 1983

From: Division Administrator

Reply to Attn of: HBR-OR

To
Attn: Mr. H. S. Coulter, State Highway Engineer
Mr. Walt Hart, Bridge Engineer
Salem, Oregon

We have reviewed Mr. Hart's submittal of April 8, for the above structure. The proposal is acceptable.

Please proceed with the design.

for Dale E. Wilken

cc:
OSHD (G Potter)

RECEIVED
STATE HWY ENGR
JUN 20 '83
REFER TO
Walt
FOR
Info | Invest | R/D | D/R | Sign | Act | File
X

rmj
-18

Misc. 9

June 6, 1983

Commander 13th Coast Guard Unit
Aids to Navigation Branch
915 2nd Avenue
Seattle, WA 98174

Attn: John Mikesall

Vestee .....
Anderson ..... RECEIVED .....
Adams .....
Macnab ..... JUN 06 1983 Do Not File .....
Stoudenmeyer ..... Return To .....
Terpin ..... Bring Up ...../...../.....
Grout ..... ROAD DESIGN SECTION Action.....
Wakerlig .....

RE: Wheeler Overcrossing Section
~~Oregon Coast Highway~~
Tillamook County

As we discussed Friday, a list of property owners with addresses in the immediate vicinity of Gallagher Slough follows:

52187 - Crown Zellerbach Corp.	1500 Zellerbach Corp. 1500 S.W. First Portland, OR 97201
Area Office:	John Aschenbach, Crown Zellerbach 7340 Bewley Creek Road Tillamook, OR 97141
52186 - Henryson	David J. & Judith L. Henryson 2638 Brian Avenue Torrance, CA 90505
52355 - Neahring (C.P.)	Donald W. & Delores Ann Neahring 3355 Highway 53 Nehalem, OR 97131
	Robert W. Taplin (Vestee) 3900 Yellow Fir Road Tillamook OR 97141
52184 - McCoy	Patrick O. McCoy 44805 Carol Drive N.E. Nehalem, OR 97131
52709 - Port of Nehalem	Port of Nehalem PO Box "G" Manzanita, OR 97130

Additionally, enclosed is a print of our right-of-way map showing the location of these ownerships as well as areas of taking and remainders.

I trust this information will be of value in processing the permit for this project.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

WHW:rr
Attachment

7106

RECEIVED
STATE HWY ENGR
JUN 9 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

U.S. Department of Transportation
United States Coast Guard

Commander
Thirteenth Coast Guard District

915 Second Avenue
Seattle, WA 98174
Staff Symbol: (oan)
Phone: (206) 442 5864

16591
Serial 276
3 June 1983

PUBLIC NOTICE NO. 83-N-17

The Coast Guard must approve the location and plans of bridges built across navigable waterways of the United States. Normally, our approval is given in the form of an individual bridge permit for each crossing of a waterway. Processing of a permit application can take several months and isn't very useful when applied to minor waterways that are legally navigable but are used only by small boats. To simplify matters, our regulations provide that the Commandant of the Coast Guard has given his advance approval for bridges to be built across portions of waterways navigable in law but not actually used other than by logs, log rafts, rowboats, canoes and small motorboats (33 CFR 115.70). The clearances provided for high water stages are considered to be adequate to meet the reasonable needs of navigation.

The Oregon State Department of Transportation (OSDOT) plans to replace the highway bridge across Gallagher Slough near Wheeler, Oregon, as part of a project to improve the Oregon Coast Highway (Route 101) southeast of Nehalem. The existing crossing of the slough is a concrete box culvert that incorporates a tide gate. There is no evidence that any boats use Gallagher Slough. Because the slough would be subject to tidal influence without the tide gate, it is legally considered to be a navigable waterway. We believe that Gallagher Slough should be added to the list of "advance approval" waterways in Oregon. This would mean that individual Coast Guard permits normally would not be needed for bridges across the slough. In the future, we would need only enough information about a project to ensure that it provided for high water and complied with applicable environmental laws. We then could authorize the project in a matter of days rather than after months of processing an individual permit.

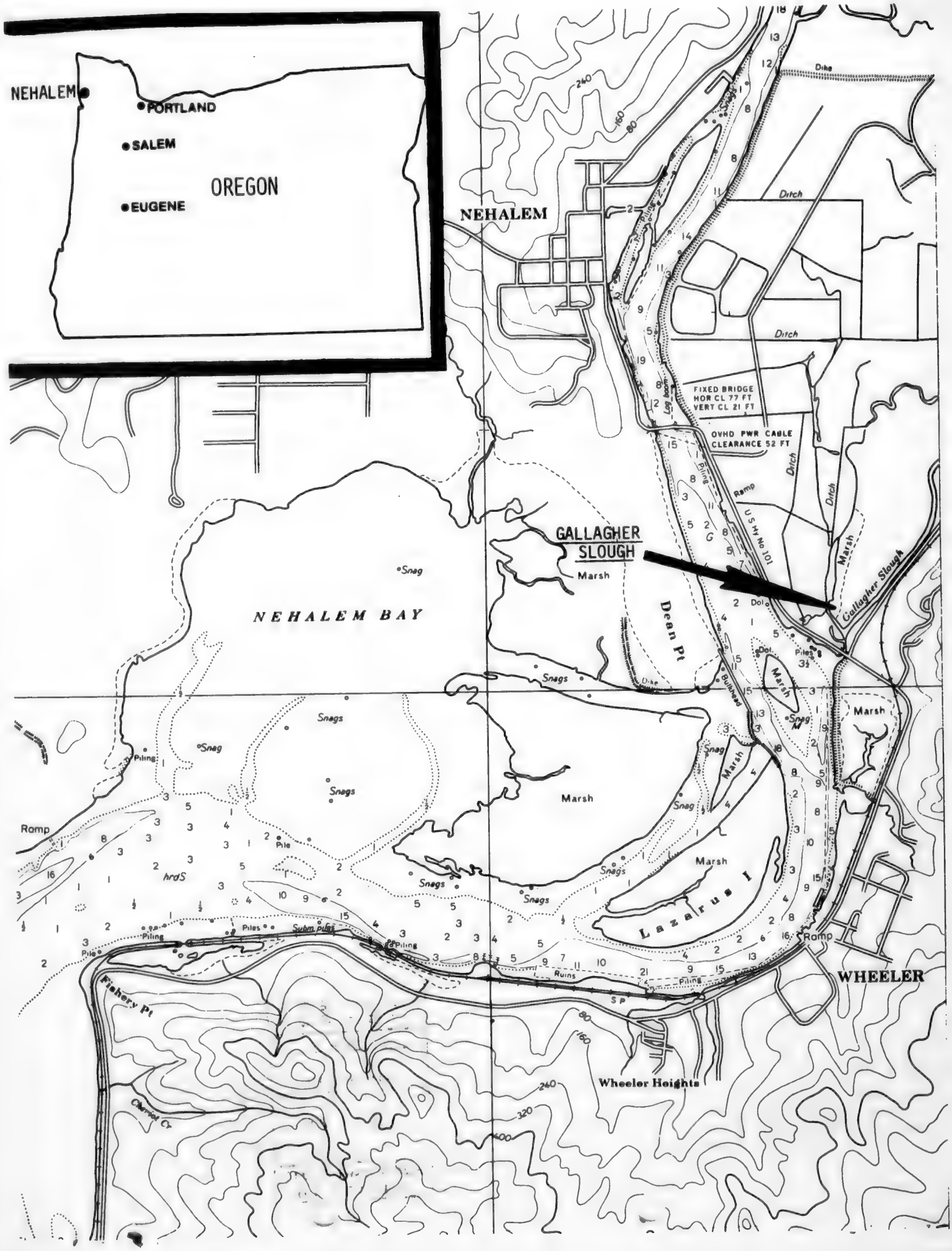
Before we add Gallagher Slough to the list of advance approval waterways, we will consider any comments about how our action would affect existing or potential navigation. Comments should be in writing and should explain the reasons why you believe Gallagher Slough should, or should not, be included in the advance approval category. Letters should be addressed to: Commander, Thirteenth Coast Guard District, Aids to Navigation Branch, 915 Second Avenue, Seattle, Washington 98174, and should be mailed to arrive on or before 6 July 1983. If you need additional information, please call Mr. Wayne Lee or Mr. John Mikesell at (206) 442-5864 (FTS 399-5864). A map showing the location of Gallagher Slough is attached to this notice.

RECEIVED
TECHNICAL SERVICES
JUN 10 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

T. M. NUTTING
Commander, U.S. Coast Guard
Chief, Aids to Navigation Branch
By direction of the District Commander

NOTED
E. S. HUNTER
6-10-83

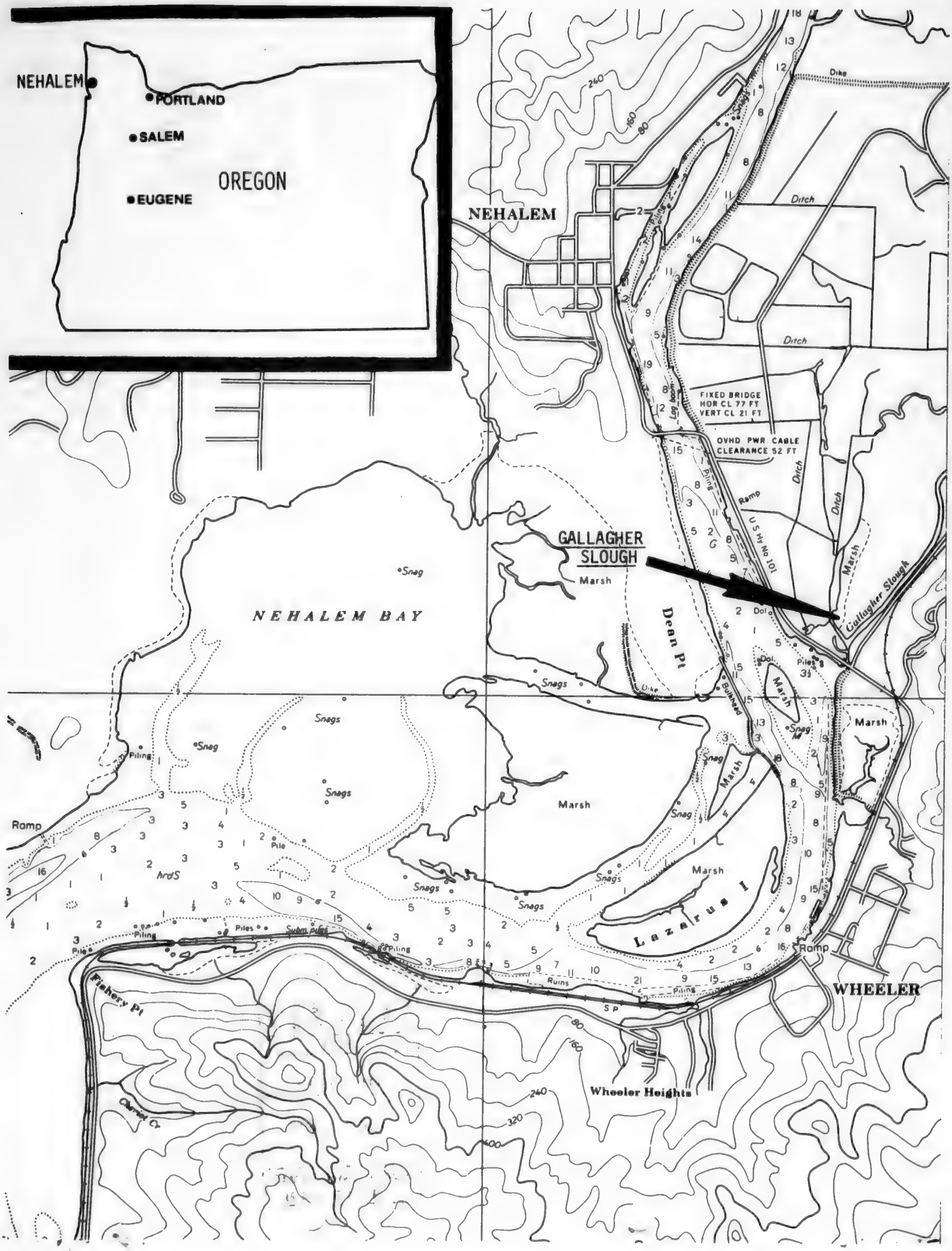
cc Hearing Person
Hart Hardcastle


NEHALEM
PORTLAND
SALEM
OREGON
EUGENE
NEHALEM
NEHALEM BAY
GALLAGHER SLOUGH
Marsh
Dean Pt
Fishery Pt
Wheeler Heights
WHEELER
Lazarus I
Ramp
Dike
Ditch
Piling
Log boom
FIXED BRIDGE
HOR CL 77 FT
VERT CL 21 FT
OVHD PWR CABLE
CLEARANCE 52 FT
U S Hy No 101
Gallagher Slough
Bulkhead
Snags
Snag
Piles
Subm piles
Ruins
Chemical Cr
240
160
80
320
400

Oregon Micro-Imaging, Inc.

1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

RETAKE


NEHALEM
PORTLAND
SALEM
OREGON
EUGENE
NEHALEM
GALLAGHER SLOUGH
Marsh
NEHALEM BAY
Dean Pt
Dike
Ditch
Ditch
Ditch
FIXED BRIDGE
HOR CL 77 FT
VERT CL 21 FT
OVHD PWR CABLE
CLEARANCE 52 FT
Log boom
Piling
Ramp
U S HWY No 101
Marsh
Gallagher Slough
Marsh
Snags
Snag
Snags
Snag
Piling
Snags
Marsh
Snag
Marsh
Snag
Marsh
Snags
Snags
Marsh
Lazarus I
Ramp
WHEELER
Ramp
Pile
Piles
Subm piling
Piling
Ruins
Piling
Fishery Pt
Wheeler Heights
Dike
Bulkhead
Piles
Marsh
Snag
Marsh
240
160
80
80
160
240
320
400

Oregon Micro-Imaging, Inc.

1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

END

OF

RETAKE

STATE OF OREGON
RAILROAD & UTILITY UNIT 378-6511

INTEROFFICE MEMO
ROW 18-2

TO: H. S. Coulter
State Highway Engineer

DATE: June 1, 1983

FROM: Roger D. Trygstad, PE
Railroad & Utility Engineer

SUBJECT: RX 9
Crossing No. FD-832.3-A (Existing)
FD-832.29A (Relocated)

NOTED
H.S.COULTER

Oregon Coast Hwy.

Attached is a copy of Order No. 83-297 issued by the Public Utility Commissioner on May 26, 1983, relative to the above subject matter.

RDT/llr
Attachment
cc: Richard Arnold, FHWA
E. S. Hunter
C. T. Keasey
R. L. Schroeder
C. O. Fredrickson (2) - Please give copy to Proj. Manager
E. L. Everton
J. L. Sollis
W. J. Hart

RECEIVED
STATE HWY ENGR
JUL 2 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

81-125-1367

ORDER NO. 83-297

ENTERED May 26, 1983

PUC CROSSING NO. FD-832.3-A (EXISTING)
DOT CROSSING NO. 754 368 K

PUC CROSSING NO. FD-832.29A (RELOCATED)

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

RX 9

In the Matter of the Application of the STATE OF OREGON by and through its DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, for the authority, pursuant to ORS 763.030, to alter a separated crossing of Oregon Coast Highway and Southern Pacific Transportation Company, Tillamook Branch, near Wheeler, Tillamook County, Oregon.	ORDER

On March 16, 1983, the State of Oregon, by and through its Department of Transportation, Highway Division, duly filed an application with the Commissioner seeking authority, pursuant to ORS 763.030, to alter an existing overcrossing of the Oregon Coast Highway, US 101, a highway under its jurisdiction, and the main track and right-of-way of Southern Pacific Transportation Company, Tillamook Branch, near Wheeler, Tillamook County, Oregon.

Copies of the application were duly served upon Southern Pacific Transportation Company, Underhill Cable TV, Nehalem Telephone and Telegraph Company, North Tillamook County Sanitary Authority, Tillamook People's Utility District, Tillamook County, and applicant. No objection by any party has been made to the granting of the application.

Applicant proposes to relocate and replace the existing timber trestle overcrossing. It was authorized by Commissioner's Order No. 937, in Docket F-1081, entered April 2, 1923. The timber trestle has deteriorated. It is to be replaced with a concrete structure and relocated to a point approximately 45 feet to the north of the present location. The new location will improve the alignment of the highway. The relocated structure will be built upon three concrete bents, with a bridge structure 43-1/2 feet in width. The

roadway will be 40 feet in width consisting of two 20-foot travel lanes. Upon completion of the structure and its opening to vehicular traffic, the existing structure will be removed.

Due consideration has been given to all representations in the application and responses thereto. No matters within the scope of ORS Chapter 763 are in issue and no hearing will be required.

Based upon the application and the files of the Commissioner, it is found that the application should be granted upon the following terms and conditions:

IT IS THEREFORE ORDERED that:

1. The authority to alter and relocate the existing overcrossing structure, as requested herein, is hereby granted.

2. Applicant shall:

   a. Construct a new overcrossing structure, adjacent to and approximately 45 feet northerly of the existing structure, in accordance with Oregon Department of Transportation drawing No. 35758, dated March 1983, and bear all the cost thereof;

   b. Coordinate all temporary impairments of standard railroad clearances with Southern Pacific Transportation Company and Port of Tillamook Bay Railroad at least seven days in advance of any impairment;

   c. Maintain the new overcrossing structure, including the beam bearing assemblies, and bear all the cost thereof;

   d. Maintain all highway appurtenances to the new overcrossing structure, and bear all the cost thereof;

   e. Bear all the cost of damage to the new overcrossing structure caused by motor vehicle traffic on the highway;

   f. Upon completion of the new overcrossing structure and its opening to the motoring public, close and remove the existing structure, and bear all the cost thereof; and

g. Notify the Commissioner upon completion of the project.

3. Southern Pacific Transportation Company shall maintain the railroad track, railroad drainage, and all railroad facilities beneath the structure, and bear all the cost thereof.

Upon completion, the new overcrossing structure shall have horizontal and vertical clearances equal to, or in excess of, the Commissioner's minimum standard clearances and Southern Pacific Transportation Company's minimum clearances. While the structure is being altered, however, it may be necessary to impair the Commissioner's minimum standard clearances. Authority to maintain such temporary impaired clearances, as may be necessary, is granted subject to the provisions of paragraph 2.b. above.

Made, entered, and effective 5/26/83.

PUBLIC UTILITY COMMISSIONER OF OREGON

JOHN J. LOBDELL
Public Utility Commissioner

sms/0239S

7/20

May 16, 1983

DES 23
714A

Commander
13th Coast Guard District
Aids to Navigation Branch
Federal Building
915 Second Avenue
Seattle, WA 98174

Proposed Bridge Across Gallager Slough
Tillamook County near Wheeler, Oregon
16591 Serial 557

In a letter of April 1, 1983, copy enclosed, we requested a review of your decision that a bridge permit would be required for the replacement of the tide-gate controlled box culvert on Gallager Slough on the Oregon Coast Highway near Wheeler. This project is currently scheduled for advertisement in early July of this year.

It is essential that we get an early acknowledgement that the Gallager Slough Crossing is, in fact, not navigable and that a bridge permit will not be required.

E. S. Hunter
Assistant State Highway Engineer

Enc.

bc H. S. Coulter
J. H. Versteeg (enc.)
Walt Hart
C. O. Fredrickson "

WJH:jrb ja

This notice of authorization must be conspicuously displayed at the site of work.

United States Army Corps of Engineers

May 11, 1983

A permit to replace railroad crossing, improve Highway 101 between the southerly end of the Nehalem River Bridge and the railroad crossing.

at Nehalem River, Mile 0.4 Near Wheeler, Oregon

has been issued to Oregon State Hwy. Division **on** 11 May **19** 83

Address of Permittee 200 Transportation Building Salem, OR 97310

Permit Number

071-0YA-2-004624

R. L. Friedenwald
Colonel, Corps of Engineers
District Commander

ENG FORM 4336 , Jul 81 (ER 1145-2-303) EDITION OF JUL 70 MAY BE USED *(Proponent: DAEN-CWO)*

Original to Construction 5/12/83

cc General Files w/attachment
Road Design "
Bridge Section "
Don Keyes "

Application No. 071· A-2-004624

Name of Applicant OREGON STATE HIGHWAY DIVISION

Effective Date 11 May 1983

Expiration Date (If applicable) 31 May 1986

DEPARTMENT OF THE ARMY
PERMIT

Referring to written request dated 5 August 1982 for a permit to:

(X) Perform work in or affecting navigable waters of the United States, upon the recommendation of the Chief of Engineers, pursuant to Section 10 of the Rivers and Harbors Act of March 3, 1899 (33 U.S.C. 403);

(X) Discharge dredged or fill material into waters of the United States upon the issuance of a permit from the Secretary of the Army acting through the Chief of Engineers pursuant to Section 404 of the Federal Water Pollution Control Act (86 Stat. 816, P.L. 92-500);

( ) Transport dredged material for the purpose of dumping it into ocean waters upon the issuance of a permit from the Secretary of the Army acting through the Chief of Engineers pursuant to Section 103 of the Marine Protection, Research and Sanctuaries Act of 1972 (86 Stat. 1052; P.L. 92-532);

Oregon State Highway Division
200 Transportation Building
Salem, Oregon 97310

is hereby authorized by the Secretary of the Army:

to replace railroad overcrossing, improve highway 101 between the southerly end of the Nehalem River Bridge and the railroad overcrossing, and construct a left-turn refuge for the Necanicum Highway. The project will consist of the following:

(1) The placement of approximately 730 cubic yards of rock riprap along approximately 425 linear feet of bankline on the river side (west) of the highway at the northerly end of the project.

(Cont'd on page 1a)

in Nehalem River, Mile 0.4

at near Wheeler, Oregon.

in accordance with the plans and drawings attached hereto which are incorporated in and made a part of this permit (on drawings: give file number or other definite identification marks.)

004624 (Nehalem River - Fill)

subject to the following conditions:

I. General Conditions:

a. That all activities identified and authorized herein shall be consistent with the terms and conditions of this permit; and that any activities not specifically identified and authorized herein shall constitute a violation of the terms and conditions of this permit which may result in the modification, suspension or revocation of this permit, in whole or in part, as set forth more specifically in General Conditions j or k hereto, and in the institution of such legal proceedings as the United States Government may consider appropriate, whether or not this permit has been previously modified, suspended or revoked in whole or in part.

Description of Work: (Cont'd)
071-0YA-2-004624

(2) The placement of approximately 61,300 cubic yards of material shoreward (east) of the highway in order to widen the highway and construct a railroad crossing of which approximately 2.3 acres of wetland will be covered.

b. That all activities authorized herein shall, if they involve, during their construction or operation, any discharge of pollutants into waters of the United States or ocean waters, be at all times consistent with applicable water quality standards, effluent limitations and standards of performance, prohibitions, pretreatment standards and management practices established pursuant to the Federal Water Pollution Control Act of 1972 (P.L. 92-500; 86 Stat. 816), the Marine Protection, Research and Sanctuaries Act of 1972 (P.L. 92-532, 86 Stat. 1052), or pursuant to applicable State and local law.

c. That when the activity authorized herein involves a discharge during its construction or operation, of any pollutant (including dredged or fill material), into waters of the United States, the authorized activity shall, if applicable water quality standards are revised or modified during the term of this permit, be modified, if necessary, to conform with such revised or modified water quality standards within 6 months of the effective date of any revision or modification of water quality standards, or as directed by an implementation plan contained in such revised or modified standards, or within such longer period of time as the District Engineer, in consultation with the Regional Administrator of the Environmental Protection Agency, may determine to be reasonable under the circumstances.

d. That the discharge will not destroy a threatened or endangered species as identified under the Endangered Species Act, or endanger the critical habitat of such species.

e. That the permittee agrees to make every reasonable effort to prosecute the construction or operation of the work authorized herein in a manner so as to minimize any adverse impact on fish, wildlife, and natural environmental values.

f. That the permittee agrees that he will prosecute the construction or work authorized herein in a manner so as to minimize any degradation of water quality.

g. That the permittee shall permit the District Engineer or his authorized representative(s) or designee(s) to make periodic inspections at any time deemed necessary in order to assure that the activity being performed under authority of this permit is in accordance with the terms and conditions prescribed herein.

h. That the permittee shall maintain the structure or work authorized herein in good condition and in accordance with the plans and drawings attached hereto.

i. That this permit does not convey any property rights, either in real estate or material, or any exclusive privileges; and that it does not authorize any injury to property or invasion of rights or any infringement of Federal, State, or local laws or regulations nor does it obviate the requirement to obtain State or local assent required by law for the activity authorized herein.

j. That this permit may be summarily suspended, in whole or in part, upon a finding by the District Engineer that immediate suspension of the activity authorized herein would be in the general public interest. Such suspension shall be effective upon receipt by the permittee of a written notice thereof which shall indicate (1) the extent of the suspension, (2) the reasons for this action, and (3) any corrective or preventative measures to be taken by the permittee which are deemed necessary by the District Engineer to abate imminent hazards to the general public interest. The permittee shall take immediate action to comply with the provisions of this notice. Within ten days following receipt of this notice of suspension, the permittee may request a hearing in order to present information relevant to a decision as to whether his permit should be reinstated, modified or revoked. If a hearing is requested, it shall be conducted pursuant to procedures prescribed by the Chief of Engineers. After completion of the hearing, or within a reasonable time after issuance of the suspension notice to the permittee if no hearing is requested, the permit will either be reinstated, modified or revoked.

k. That this permit may be either modified, suspended or revoked in whole or in part if the Secretary of the Army or his authorized representative determines that there has been a violation of any of the terms or conditions of this permit or that such action would otherwise be in the public interest. Any such modification, suspension, or revocation shall become effective 30 days after receipt by the permittee of written notice of such action which shall specify the facts or conduct warranting same unless (1) within the 30-day period the permittee is able to satisfactorily demonstrate that (a) the alleged violation of the terms and the conditions of this permit did not, in fact, occur or (b) the alleged violation was accidental, and the permittee has been operating in compliance with the terms and conditions of the permit and is able to provide satisfactory assurances that future operations shall be in full compliance with the terms and conditions of this permit; or (2) within the aforesaid 30-day period, the permittee requests that a public hearing be held to present oral and written evidence concerning the proposed modification, suspension or revocation. The conduct of this hearing and the procedures for making a final decision either to modify, suspend or revoke this permit in whole or in part shall be pursuant to procedures prescribed by the Chief of Engineers.

l. That in issuing this permit, the Government has relied on the information and data which the permittee has provided in connection with his permit application. If, subsequent to the issuance of this permit, such information and data prove to be false, incomplete or inaccurate, this permit may be modified, suspended or revoked, in whole or in part, and/or the Government may, in addition, institute appropriate legal proceedings.

m. That any modification, suspension, or revocation of this permit shall not be the basis for any claim for damages against the United States.

n. That the permittee shall notify the District Engineer at what time the activity authorized herein will be commenced, as far in advance of the time of commencement as the District Engineer may specify, and of any suspension of work, if for a period of more than one week, resumption of work and its completion.

o. That if the activity authorized herein is not started on or before _____ day of _____, 19 _____, (one year from the date of issuance of this permit unless otherwise specified) and is not completed on or before _____ day of _____, 19 _____, (three years from the date of issuance of this permit unless otherwise specified) this permit, if not previously revoked or specifically extended, shall automatically expire.

p. That this permit does not authorize or approve the construction of particular structures, the authorization or approval of which may require authorization by the Congress or other agencies of the Federal Government.

q. That if and when the permittee desires to abandon the activity authorized herein, unless such abandonment is part of a transfer procedure by which the permittee is transferring his interests herein to a third party pursuant to General Condition t hereof, he must restore the area to a condition satisfactory to the District Engineer.

r. That if the recording of this permit is possible under applicable State or local law, the permittee shall take such action as may be necessary to record this permit with the Register of Deeds or other appropriate official charged with the responsibility for maintaining records of title to and interests in real property.

s. That there shall be no unreasonable interference with navigation by the existence or use of the activity authorized herein.

t. That this permit may not be transferred to a third party without prior written notice to the District Engineer, either by the transferee's written agreement to comply with all terms and conditions of this permit or by the transferee subscribing to this permit in the space provided below and thereby agreeing to comply with all terms and conditions of this permit. In addition, if the permittee transfers the interests authorized herein by conveyance of realty, the deed shall reference this permit and the terms and conditions specified herein and this permit shall be recorded along with the deed with the Register of Deeds or other appropriate official.

II. **Special Conditions**: (Here list conditions relating specifically to the proposed structure or work authorized by this permit):

a. Care will be taken to prevent any petroleum products, chemicals, or other deleterious materials from entering the water.

b. Slope of riprap, bank, or excavation, will be no steeper than 1.5 feet horizontal to 1 foot vertical.

c. Only clean, durable riprap will be used.

d. All areas along the bank, disturbed or newly created by the construction activity, will be seeded, sodded, revegetated, or given some other equivalent type of protection against subsequent erosion.

e. Work in the waterway will be done so as to minimize turbidity increases in the water that tend to degrade water quality and damage aquatic life.

f. When the District Engineer has been notified by a fishery agency that a filling activity is adversely affecting fish or wildlife resources or the harvest thereof, and when the District Engineer subsequently directs remedial measures, the permittee will comply with such directions as may be received to suspend or modify the activity, to the extent required to mitigate or eliminate the adverse effect.

g. If the permittee, during prosecution of the work authorized herein, encounters a previously unidentified archeological or other cultural resource within the area subject to Department of the Army jurisdiction that might be eligible for listing in the National Register of Historic Places, he shall immediately notify the District Engineer.

The following Special Conditions will be applicable when appropriate:

STRUCTURES IN OR AFFECTING NAVIGABLE WATERS OF THE UNITED STATES:

a. That this permit does not authorize the interference with any existing or proposed Federal project and that the permittee shall not be entitled to compensation for damage or injury to the structures or work authorized herein which may be caused by or result from existing or future operations undertaken by the United States in the public interest.

b. That no attempt shall be made by the permittee to prevent the full and free use by the public of all navigable waters at or adjacent to the activity authorized by this permit.

c. That if the display of lights and signals on any structure or work authorized herein is not otherwise provided for by law, such lights and signals as may be prescribed by the United States Coast Guard shall be installed and maintained by and at the expense of the permittee.

d. That the permittee, upon receipt of a notice of revocation of this permit or upon its expiration before completion of the authorized structure or work, shall, without expense to the United States and in such time and manner as the Secretary of the Army or his authorized representative may direct, restore the waterway to its former conditions. If the permittee fails to comply with the direction of the Secretary of the Army or his authorized representative, the Secretary or his designee may restore the waterway to its former condition, by contract or otherwise, and recover the cost thereof from the permittee.

e. Structures for Small Boats: That permittee hereby recognizes the possibility that the structure permitted herein may be subject to damage by wave wash from passing vessels. The issuance of this permit does not relieve the permittee from taking all proper steps to insure the integrity of the structure permitted herein and the safety of boats moored thereto from damage by wave wash and the permittee shall not hold the United States liable for any such damage.

MAINTENANCE DREDGING:

a. That when the work authorized herein includes periodic maintenance dredging, it may be performed under this permit for _____years from the date of issuance of this permit (ten years unless otherwise indicated);

b. That the permittee will advise the District Engineer in writing at least two weeks before he intends to undertake any maintenance dredging.

DISCHARGES OF DREDGED OR FILL MATERIAL INTO WATERS OF THE UNITED STATES:

a. That the discharge will be carried out in conformity with the goals and objectives of the EPA Guidelines established pursuant to Section 404(b) of the FWPCA and published in 40 CFR 230;

b. That the discharge will consist of suitable material free from toxic pollutants in other than trace quantities;

c. That the fill created by the discharge will be properly maintained to prevent erosion and other non-point sources of pollution; and

d. That the discharge will not occur in a component of the National Wild and Scenic River System or in a component of a State wild and scenic river system.

DUMPING OF DREDGED MATERIAL INTO OCEAN WATERS:

a. That the dumping will be carried out in conformity with the goals, objectives, and requirements of the EPA criteria established pursuant to Section 102 of the Marine Protection, Research and Sanctuaries Act of 1972, published in 40 CFR 220-228.

b. That the permittee shall place a copy of this permit in a conspicuous place in the vessel to be used for the transportation and/or dumping of the dredged material as authorized herein.

This permit shall become effective on the date of the District Engineer's signature.

Permittee hereby accepts and agrees to comply with the terms and conditions of this permit.

x Frank E. Porpin — May 9, 1983

PERMITTEE — DATE

BY AUTHORITY OF THE SECRETARY OF THE ARMY:

[signature] — 11 May 1983

R. L. Friedenwald — DATE

for Colonel, Corps of Engineers
DISTRICT ENGINEER,
U.S. ARMY, CORPS OF ENGINEERS

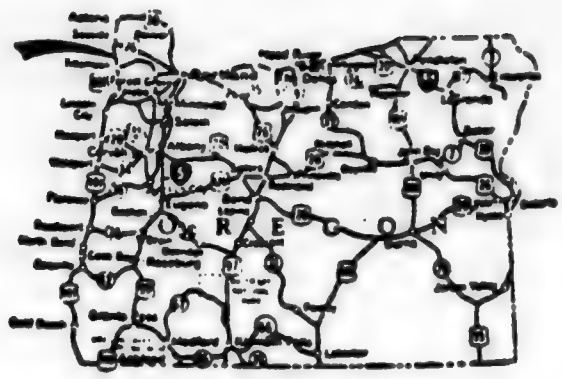
Transferee hereby agrees to comply with the terms and conditions of this permit.

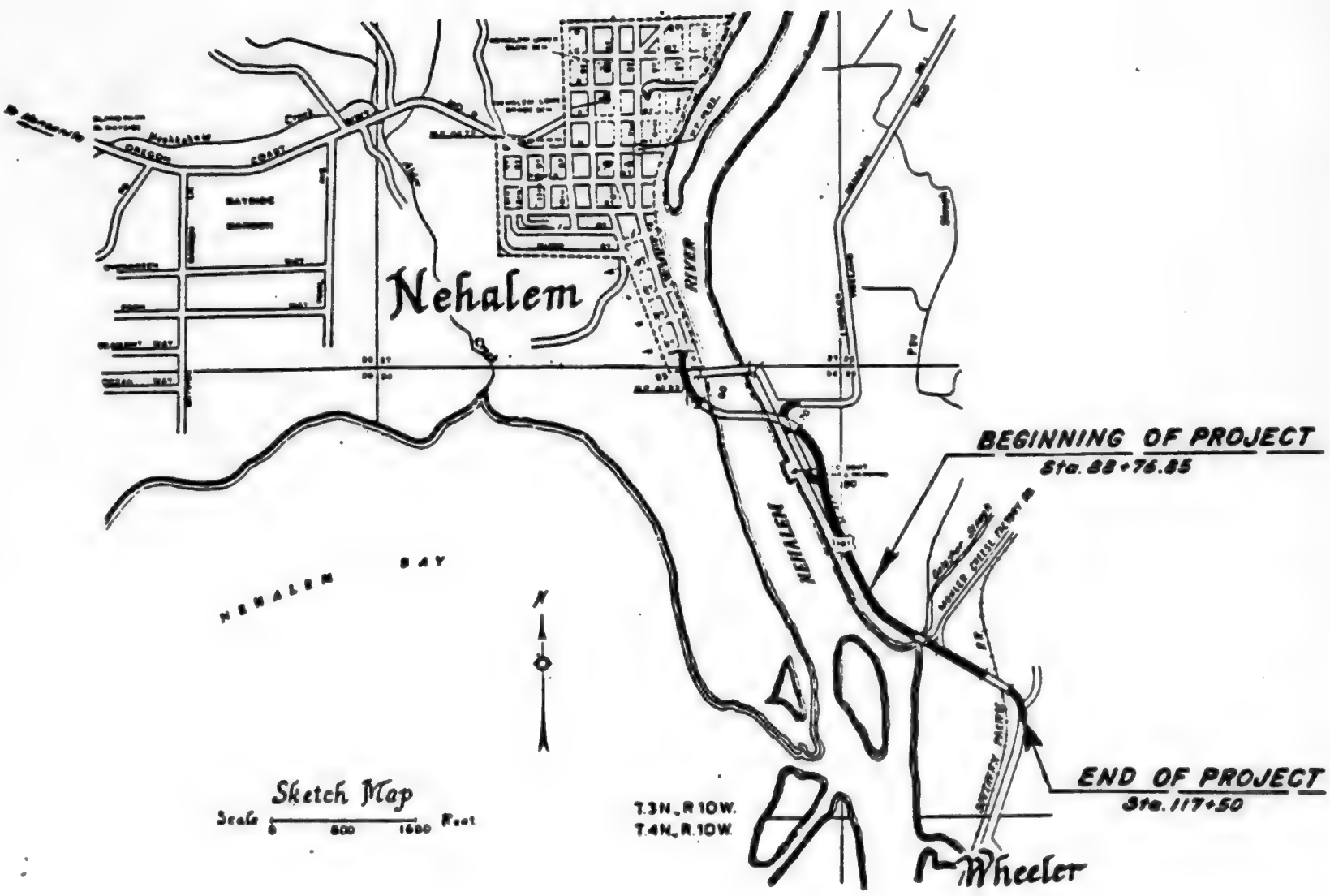
_____ — _____

TRANSFEREE — DATE

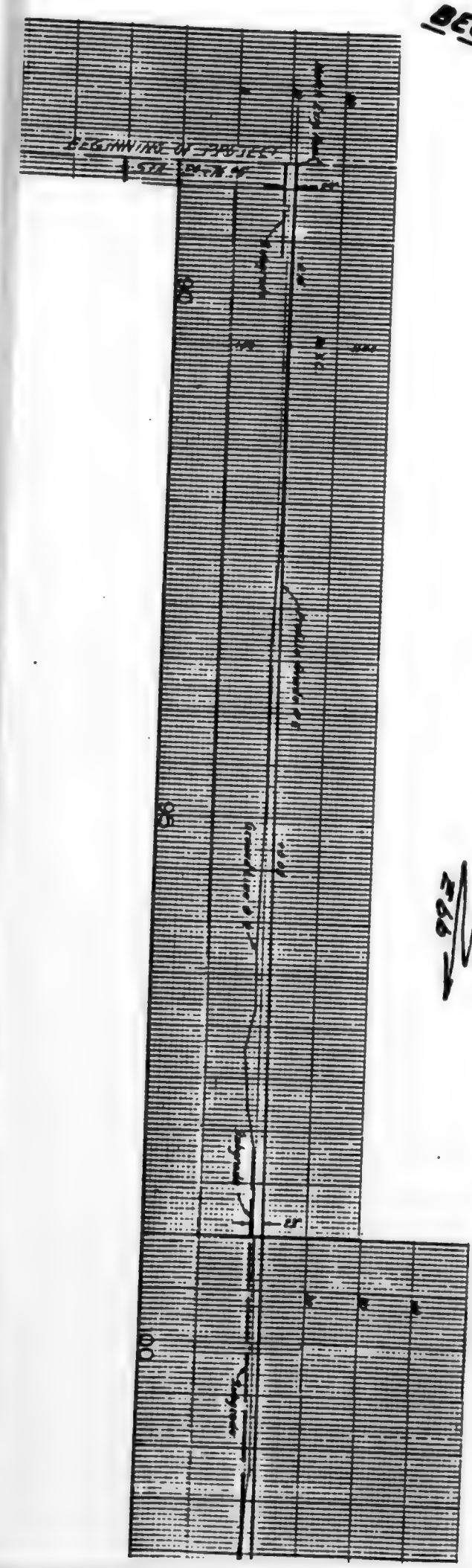
GPO : 1982 0 - 370-395

004624 (Nehalem River - Fill)



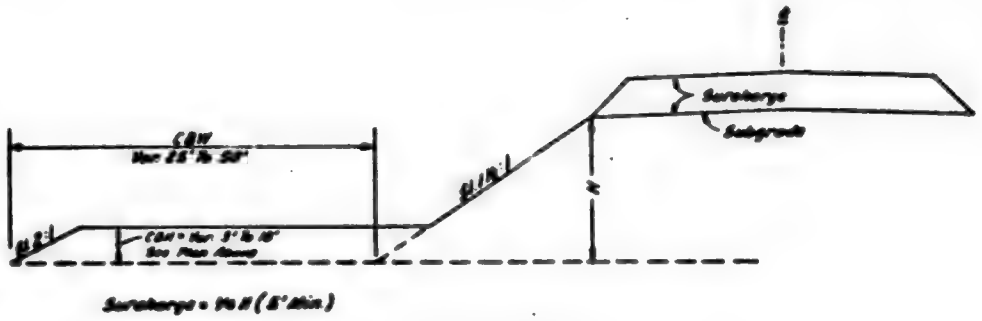


PROPOSED WHEELER O'XING SECTION
NEAR WHEELER, OREGON - TILLAMOOK CO.
APPLICATION BY: OREGON HIGHWAY DIVISION
JULY 1982 SHEET 1 OF 3



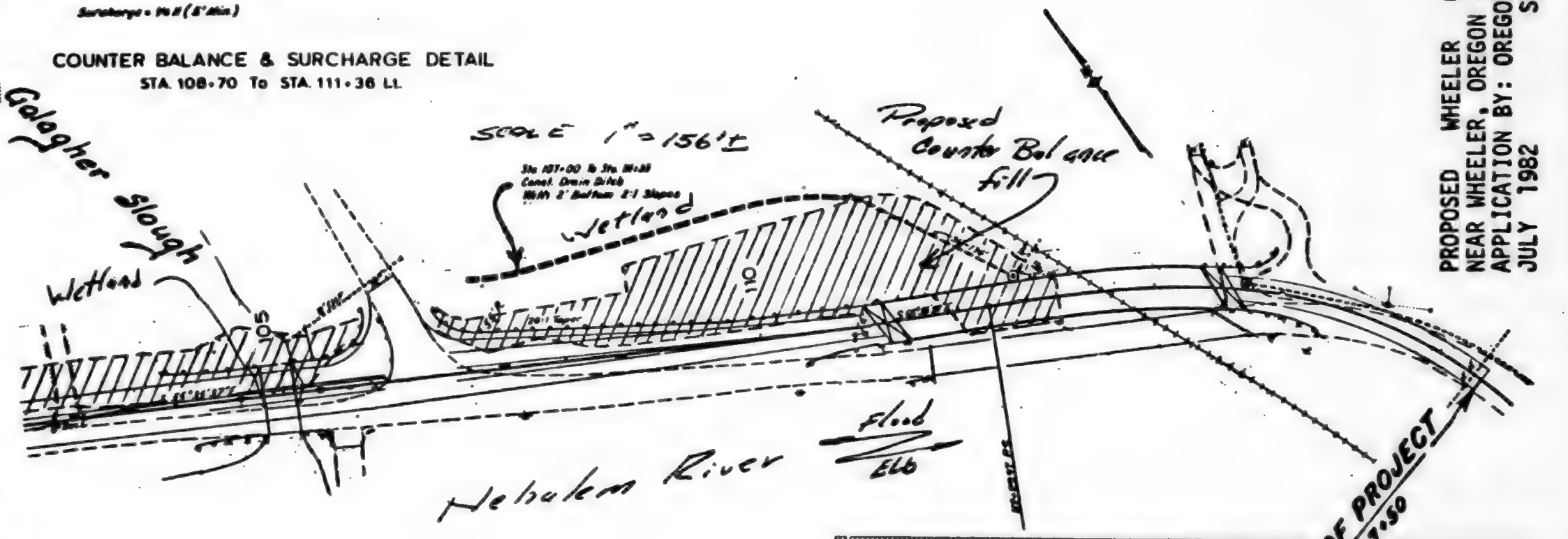
PROPOSED WHEELER O'XING SECTION
NEAR WHEELER, OREGON - TILLAMOOK CO.
APPLICATION BY: OREGON HIGHWAY DIVISION
JULY 1982 SHEET 2 OF 3

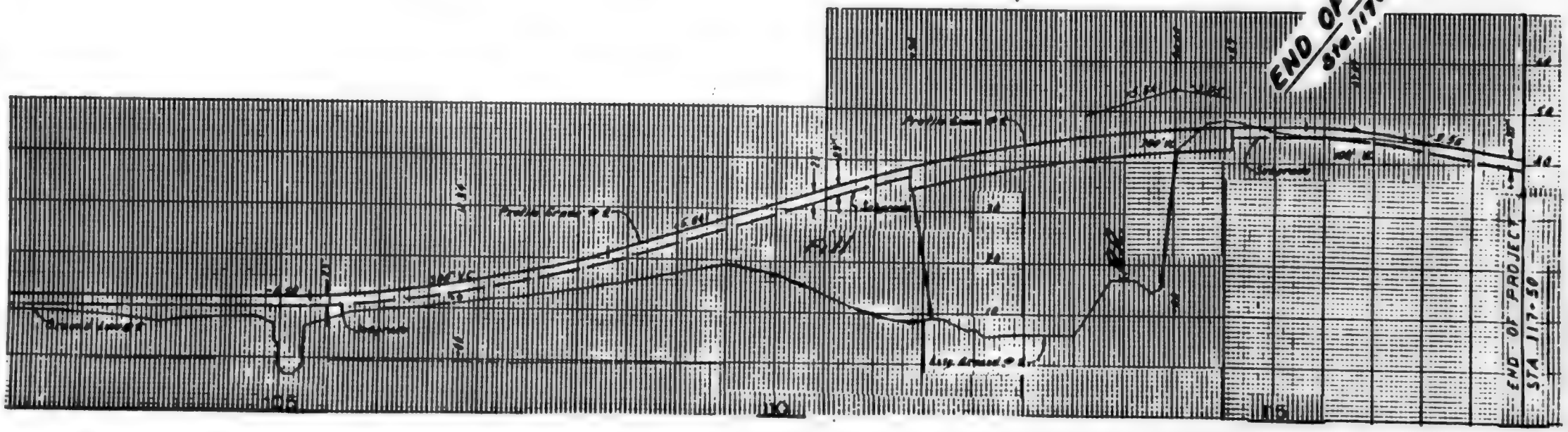
004624 (Nehalem River - Fill)



SEC. 35, T. 3N, R.10W. WM.

COUNTER BALANCE & SURCHARGE DETAIL
STA. 108+70 To STA. 111+36 Lt.





PROPOSED WHEELER O'XING SECTION
NEAR WHEELER, OREGON - TILLAMOOK CO.
APPLICATION BY: OREGON HIGHWAY DIVISION
JULY 1982
SHEET 3 OF 3

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project F-2-5(-)
SPRR O'Xing Near Wheeler
Tillamook County (Br. No. 1051A)

Date: May 5, 1983

From: Division Administrator

Reply to Attn. of: HBR-OR

To Attn: Mr. H. S. Coulter, State Highway Engineer
Mr. Walt Hart, Bridge Engineer
Salem, Oregon

Mr. Hart's letter of April 28 on the fill settlement problems of the Wheeler Overcrossing of the SPRR on the Oregon Coast Highway addresses the concerns in our letter of April 25.

We find your solution acceptable. Please proceed with the design.

FO Dale E. Wilken

cc:
OSHD (G Potter)

RECEIVED
STATE HWY ENGR
MAY 5 '83
REFER TO
Hart

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project F-2-5(-)
SPRR O'Xing Near Wheeler
Tillamook County (Br. No. 1051A)

Date: April 25, 1983

From: Division Administrator

Reply to Attn of: HBR-OR

To
Attn: Mr. H. S. Coulter, State Highway Engineer
Mr. Walt Hart, Bridge Engineer
Salem, Oregon

We have reviewed Mr. Hart's submittal of March 18, 1983 for the SPRR Overcrossing near Wheeler on the Oregon Coast Highway.

We have no objection to the proposal for piles and spread footing supporting AASHTO Type III prestressed beam superstructure.

We would like to call your attention to the proposed fill adjacent to the railroad (construction area, highway fill and counterbalance). The fill settlement could be critical to the railroad. The proposal should be analysed with respect to its effect on the railroad and any drainage facilities that might be affected. We recommend a settlement analysis of the area. Also, please note, if you use the existing highway fill for part of the design the partially preloaded area could influence a variation in settlement at both bents 1 and 2 unless accounted for in the construction.

Please proceed with the design considering the above comments.

For Dale E. Wilken

RECEIVED
STATE HWY ENGR
APR 26 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

cc:
OSHD (D E Swan)

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 8, 1983

In Reply Refer to
File No.:
DES 23
714A

RECEIVED
TECHNICAL SERVICES
APR 12 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Utils | Agt | File

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: ORIGINAL SIGNED
WALTER J. HART
Walter J. Hart, P.E.
Bridge Engineer

SUBJECT: Gallager Slough Bridge
Wheeler Overcrossing Section
Oregon Coast Highway
Tillamook County
BR 714A

Enclosed are two reduced prints of Drawing 38299 which is the preliminary plan and elevation for this structure. Also enclosed is the hydraulic report for the structure. The foundation report will be sent when it becomes available.

The existing 1921 structure is a four-barrel (6-foot wide by 8-foot high) concrete box culvert with tide gates on the downstream end. In 1953, widening of the structure blocked the Sunset Drainage District access to the tide gates. The district now wishes to reclaim this access by removing the widened portion.

The proposed raised gradeline for the roadway requires a longer opening at the structure to prevent increased backwater. Some flow is now accommodated by overtopping of the existing lower roadway.

The proposed structure is a 36-foot long, 60-foot wide precast slab span on concrete wall encased pile bents. A paved concrete slab will be used in the bottom to maintain a clear channel for the five new timber tide gates to be incorporated into the downstream side of the structure.

The Coast Guard has been asked to allow this reconstruction without a bridge permit as Gallager Slough is not navigable. A 404 permit from the Army Corps of Engineers is required.

The estimated cost of the proposed structure, including an allowance for engineering and contingencies, is $327,000. This includes $56,000 for the new tide gates and $4,500 for removal of the existing structure.

We request your approval of our preliminary plan.

KAK:jrb

Enclosures

cc: E. S. Hunter
Gary Potter
J. H. Versteeg /w/ 1 set
C. O. Fredrickson /w/ 1 set
Gerald Wimer /w/ 3 sets
John Grassman /w/ 1 set
Don Keyes, Location /w/ 1 set
Environmental /w/ 1 set
Donald Trout /w/ 2 sets

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 8

TO: F I L E S

DATE: April 5, 1983

FROM: David W. Bryson, P.E.
Hydraulics Engineer

SUBJECT: Gallagher Slough
Wheeler O'Xing Section
Oregon Coast Highway, MP 46.48
Tillamook County

Vergeer
Anderson
Adams
Macnab
Stoudenmeyer
Terpin
Trout
Wakerlig

RECEIVED
APR 7 1983
ROAD DESIGN SECTION

Do Not File
Return to
Bring Up
Action

The effect of raising the grade along this section was discussed in a previous report dated January 7, 1983. The conclusion from the previous study was that raising the grade would not materially affect the existing flood picture during a 100-year flood since the floodwater could overtop the dike north of the existing Nehalem River Bridge and re-enter the river at that point. At a meeting with the Sunset Drainage District on January 24, 1983, their representatives stated that they had no objection to the raised gradeline as long as this would not cause additional backwater during an event similar to what happended in 1972. We could not assure them that raising the gradeline would create no additional backwater since, in fact, more backwater would be created unless the existing drainage structure is lengthened to provide more capacity. The Drainage District insisted that no additional backwater be created since it would jeopardize the dairy farms upstream. The highwater which occurred in 1972 reached what they considered to be the limit of flooding they could withstand without jeopardizing the dairy farms. With this input from the Drainage District it was decided that the design criteria for this crossing should be as follows: The crossing should maintain the status quo for a flood with the same peak discharge as that experienced in 1972.

Since the first report was written, more information on the 1972 flood has been obtained. Water not only overtopped the roadway about 2,000 feet northerly of Gallagher Slough, but also overtopped the roadway near Tideland Road. Water was also overtopping the dike north of the existing bridge. The amount of flow through the existing boxes has also been revised since the flow computed in the previous report was for four 6' x 6' boxes instead of four 6' x 8' boxes which is the true size of the existing structure. It is now estimated that 1,520 cfs was flowing through the Gallagher Slough structure, and 315 cfs was flowing over the roadway. The design flood for the Gallagher Slough structure is, therefore, 1,835 cfs.

In order to convey the 1,835 cfs without exceeding the 1972 flood height of 10.4 feet (MSL) would require one additional 6' x 8' RCBC with a tide gate if the existing structure is remodeled. If the structure is replaced instead of remodeled, then the replacement structure should provide a waterway area of 240 square feet below elevation 3.5 feet (MSL). The flowline

Contains Recycled Materials

of the structure should be at elevation -4.5 feet (MSL). The above waterway area would be satisfied with five 6' x 8' RCBC's or a bridge with a 30-foot clear span. The structure must have tide gates to protect the lowlands upstream of the highway from the ebb and flow of the tides.

DWB:ge
Attachment

cc w/att Frank Terpin
Walt Hart "
Jack Davis "
C. O. Fredrickson "
Herb Schell, FHWA "
Don Adams "

Vorteer
Anderson
Adams
Lacnab
Stoudenmeyer
Terpin
Trout
Wakerlig

RECEIVED
APR 6 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ____/____/____
Action

April 1, 1983

Commander
13th Coast Guard District
Aids to Navigation Branch
Federal Building
915 Second Avenue
Seattle, WA 98174

DES 23
714A

Proposed Bridge Across Gallager Slough
Tillamook County near Wheeler, Oregon
16591 Serial 557

By letter of November 30, 1982 you advised the Oregon Department of Transportation that the crossing of Gallager Slough on the Oregon Coast Highway near Wheeler would require a Coast Guard Bridge Permit. The existing Gallager Slough crossing is a tide-gate controlled, four-barrel, concrete box culvert, drainage-relief structure. It was built for the sole purpose of draining upland pastures of flood waters. The structure is the relief element in a system of dikes to protect the pasture land from flooding by the main branch of the Nehalem River and the effects of tide water. We believe that it serves no useful purpose to require a bridge permit for this structure. We request your review of the decision that a bridge permit be required.

We offer the following in support of this request. The present system of dikes and related features is under the jurisdiction of the Sunset Drainage District with support from the Soil Conservation Service and the Corps of Engineers. The tide gates on the existing Gallager Slough structure are a barrier to high tides which would inundate the pasture lands. Gallager Slough in all but flood periods consists of small bodies of standing water principally from local surface runoff. The tide gates are open only in times of flood when high runoff from the South Fork of the Nehalem River inundates the area above the dikes. The tide gates function to bar tide water from entering the area above the gates at all other times -- see photographs enclosed.

The proposed reconstruction of the Gallager Slough structure, a preliminary print of which is enclosed, will be undertaken in conjunction with the upgrading of this section of highway. The new crossing of Gallager Slough will provide an increased opening for the passage of flood waters. In all other aspects, conditions will remain the same.

e.g. S. [illegible]
[illegible]

It is established that Gallager Slough is not navigable. The interests of the public in the project are being adequately addressed by those agencies with lead responsibility. To go through a protracted exercise of a permit for a replacement structure on Gallager Slough would be nothing but bureaucratic busy work and serve no purpose. We therefore request a determination from your office that a bridge permit will not be required.

E. S. Hunter, P.E., P.L.S
Assistant State Highway Engineer
Technical Services Branch

Enc.

bc H. S. Coulter
Walt Hart
Frank Terpin (enc.)

WJH:jrb ja

Br. 714A

U.S. Department of Transportation
United States Coast Guard

Commander
Thirteenth Coast Guard District

915 Second Avenue
Seattle, WA 98174
Staff Symbol: (oan)
Phone: (206) 442 5864

16591
Serial 557
30 November 1982

State of Oregon
Department of Transportation
ATTN: Mr. Walter Hart, P.E.
Bridge Engineer
Transportation Building
Salem, OR 97310

RE: Proposed bridge across Gallager Slough,
Tillamook County, near Wheeler, Oregon

Gentlemen:

By Portland District Corps of Engineers public notice no. 071-OYA-2-004624 of 26 October 1982 we became aware of the above-referenced project.

Gallager Slough is a navigable water of the United States at the site of the proposed project. Therefore, a Coast Guard Bridge Permit will be required for the Gallager Slough crossing.

In order to minimize any delays attributable to the processing of a permit application we encourage you to submit a permit application at your earliest opportunity. Every effort will be made to process your application in an expeditious manner consistent with our workload and staffing level at the time of its receipt.

If you have any questions, please contact this office.

Sincerely,

John E. Mikesell
Chief, Bridge Section
By direction of the District Commander

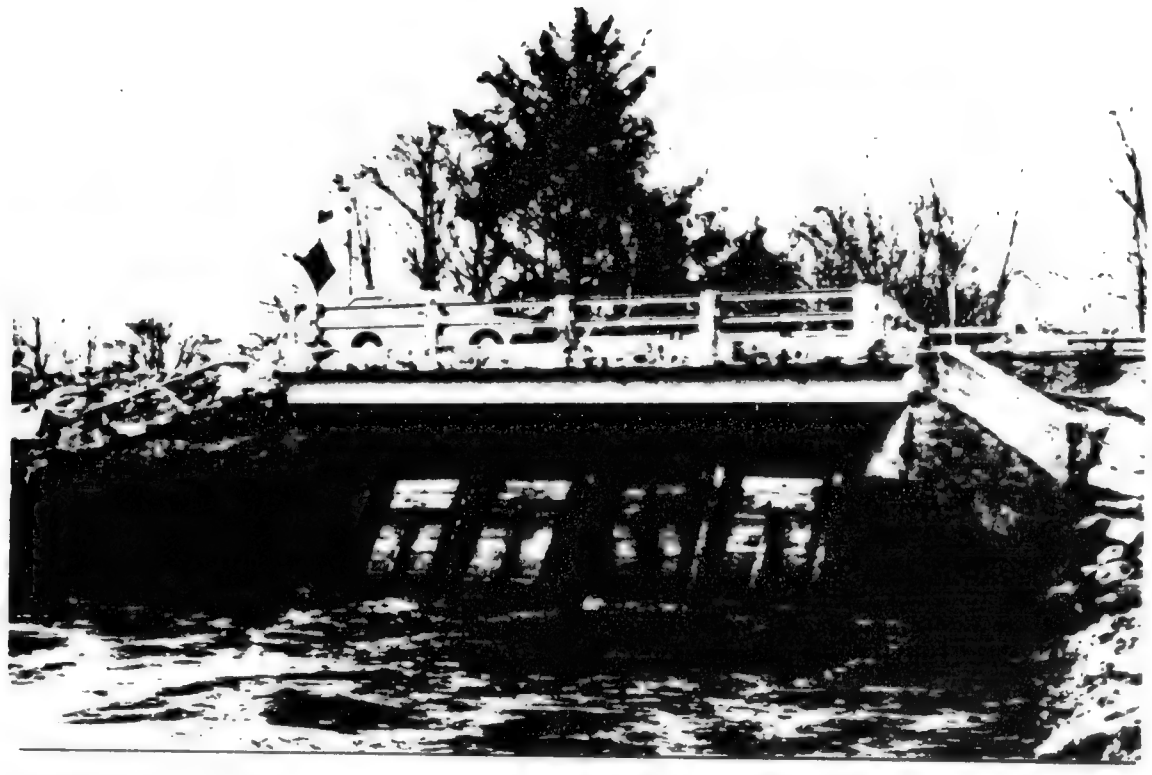
RECEIVED
DEC - 6 1982
BRIDGE SECTION

allagher Slough Bridge
Bridge #714
Oregon Coast Highway, MP 46.48
Tillamook County

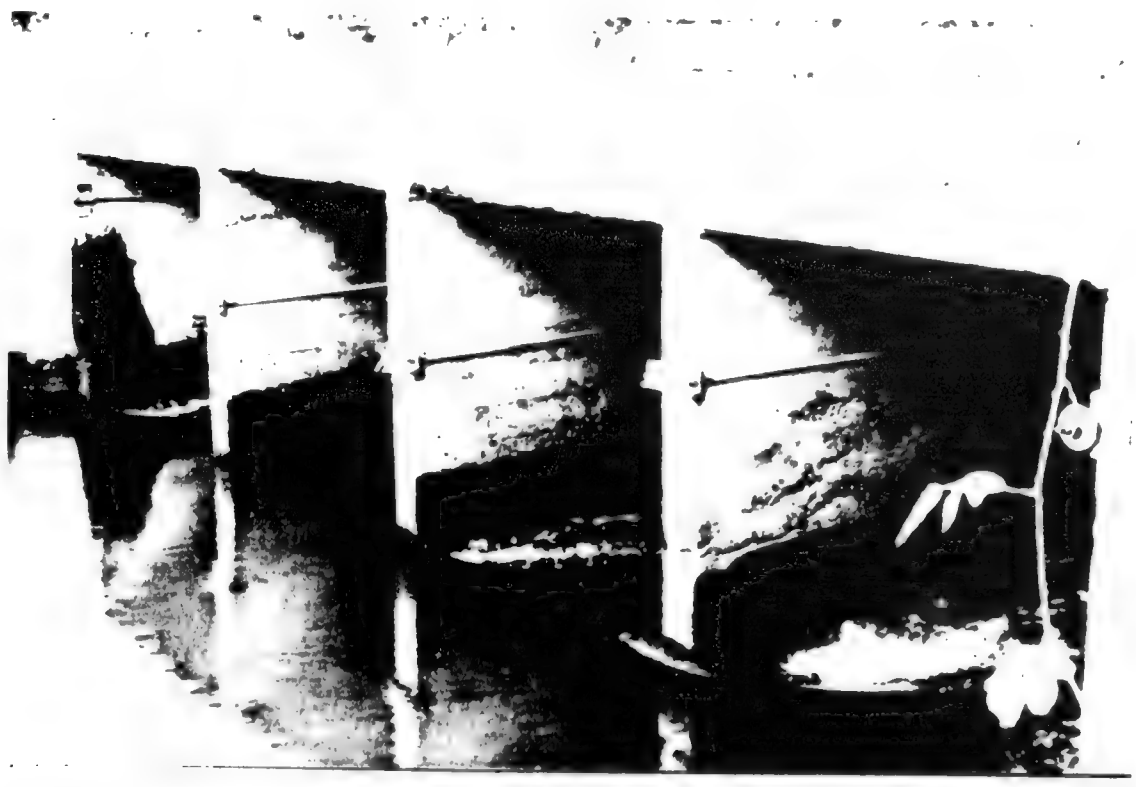
Photo Date: 3-24-83

Looking northerly along highway across existing bridge. The highway parallels the Nehalem River, visable to the left (west).

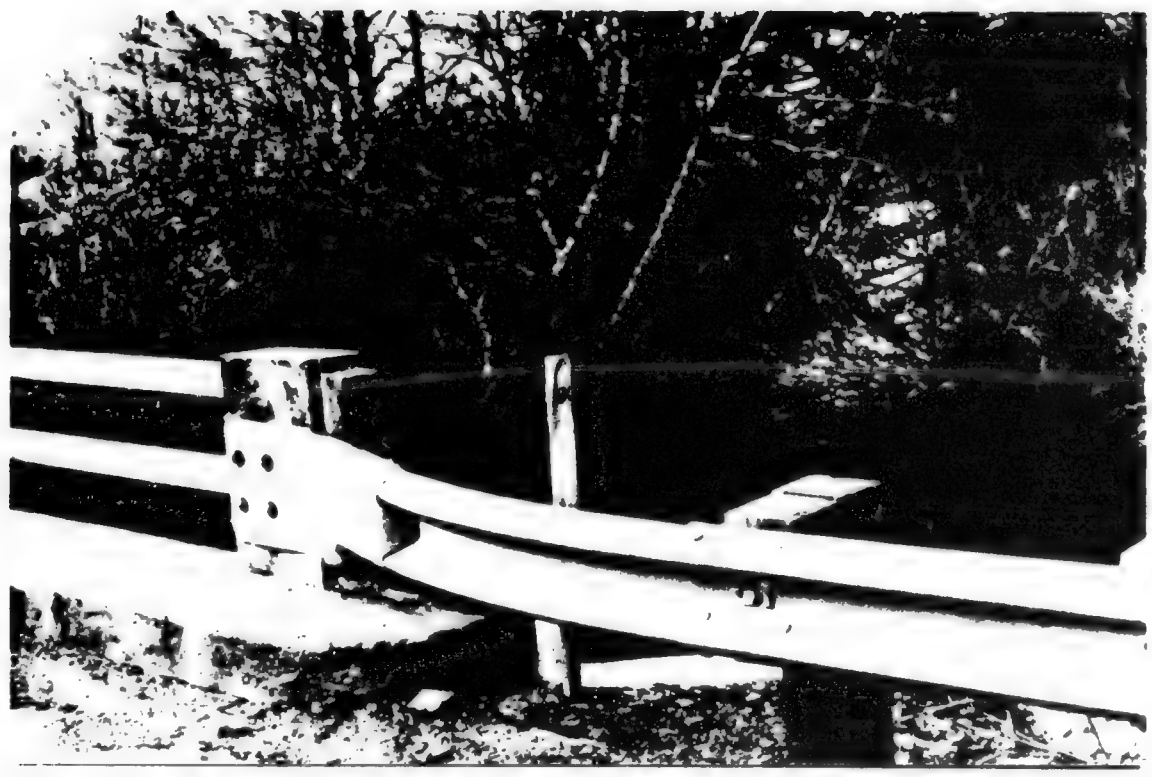
Looking north across existing bridge. Tidal flats are to right (east) of highway.



West side of bridge showing tide gates in operation. Photographs taken at 3:30 PM during low tide stage on river.

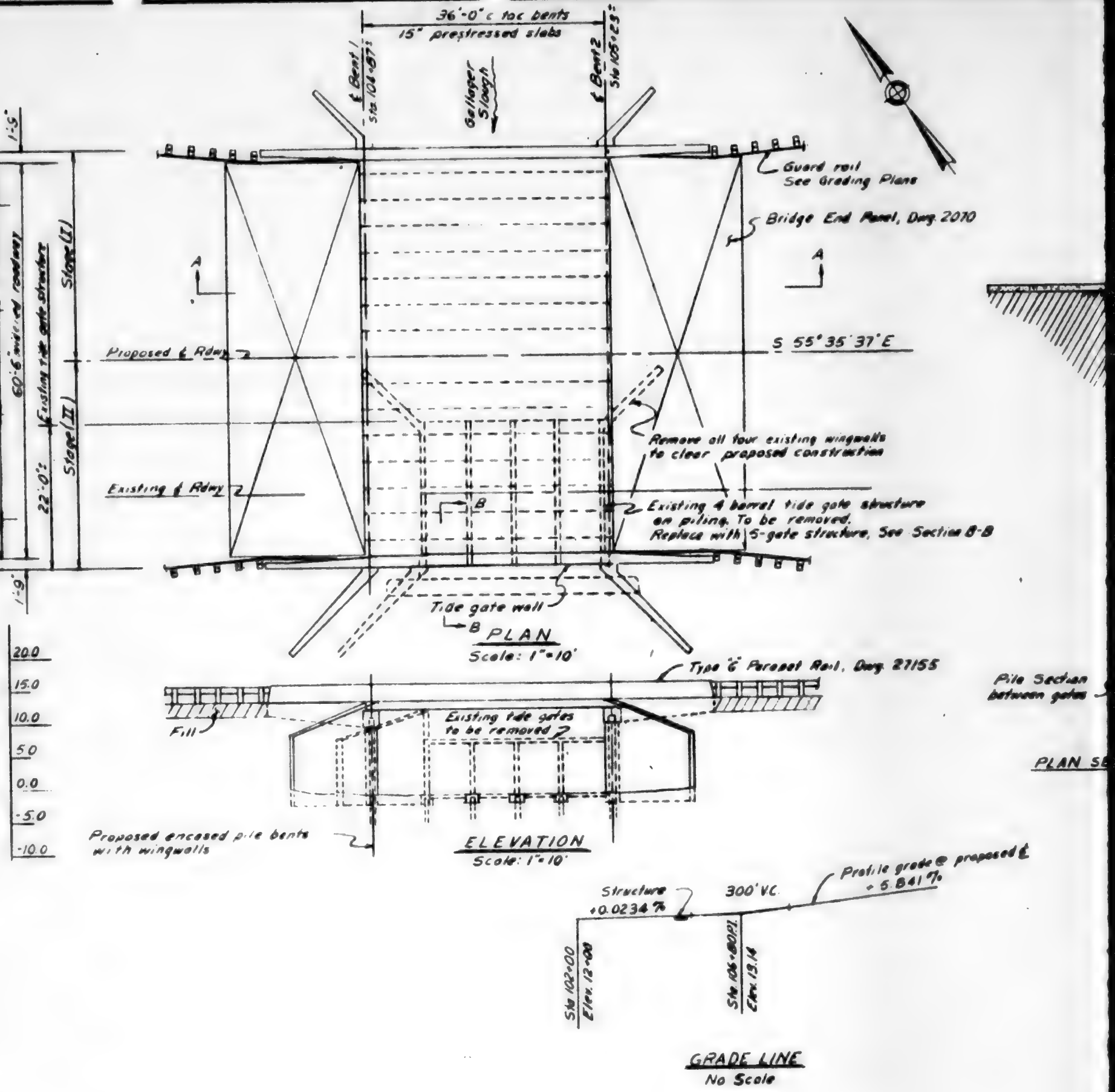


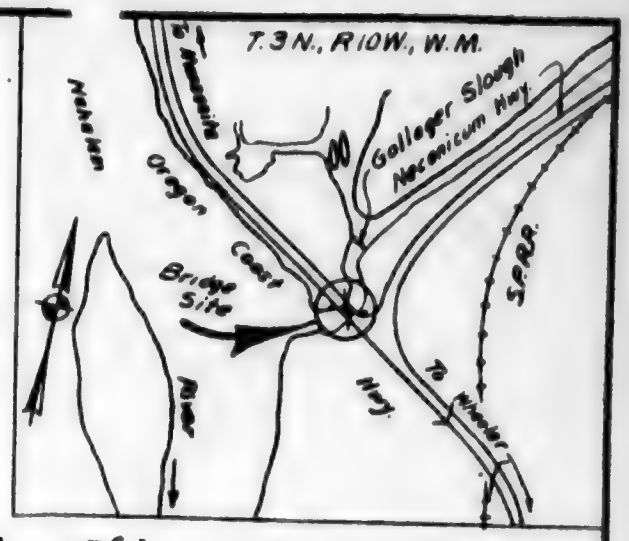
Showing inlets (east side) of box culvert construction.



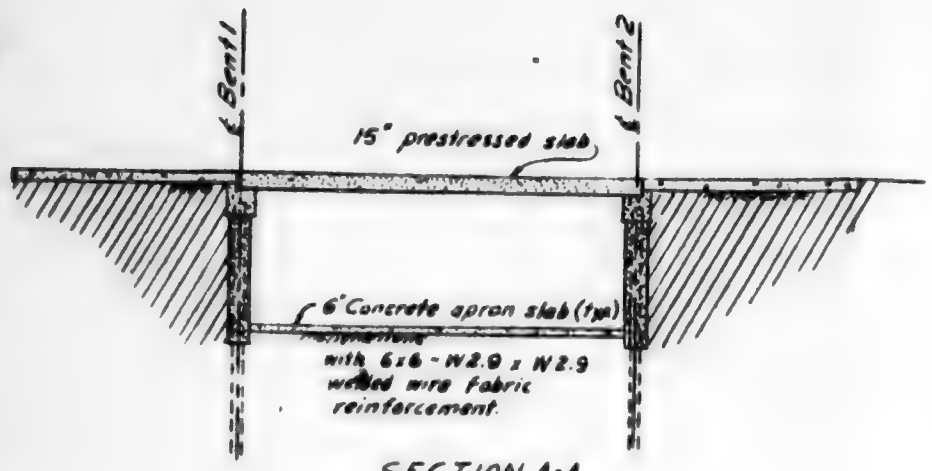
Looking easterly upstream along Gallagher Slough.

Looking westerly at confluence of Gallagher Slough with Nehalem River.

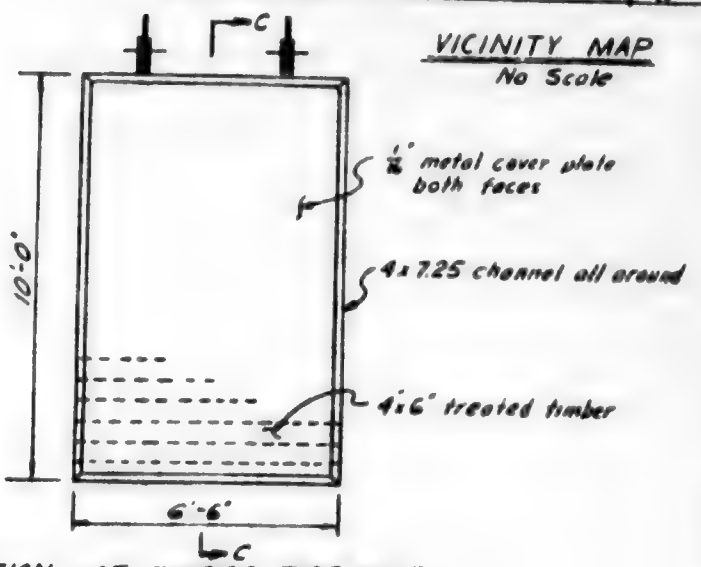

36'-0" c to c bents
15" prestressed slabs
℄ Bent 1
Sta 104+67.2
Gallagher Slough
℄ Bent 2
Sta 105+23.2
Guard rail
See Grading Plans
Bridge End Panel, Dwg. 2010
A
S 55° 35' 37" E
Proposed ℄ Rdwy
Existing ℄ Rdwy
B
Remove all four existing wingwalls
to clear proposed construction
Existing 4 barrel tide gate structure
on piling. To be removed.
Replace with 5-gate structure, See Section B-B
Tide gate wall
PLAN
Scale: 1"=10'
64'-0" c to c - prestressed slab structure
6'-3"
1:5
1:9
22'-0"
Slope (I)
Slope (II)
Existing tide gate structure
60'-6" minimum roadway
Type "C" Parapet Rail, Dwg. 27155
Pile Section
between gates
PLAN SE
Fill
Existing tide gates
to be removed
Proposed encased pile bents
with wingwalls
20.0
15.0
10.0
5.0
0.0
-5.0
-10.0
ELEVATION
Scale: 1"=10'
Structure
+0.0234%
300' VC.
Profile grade @ proposed ℄
+5.841%
Sta 102+00
Elev. 12.00
Sta 105+80.11
Elev. 13.14
GRADE LINE
No Scale



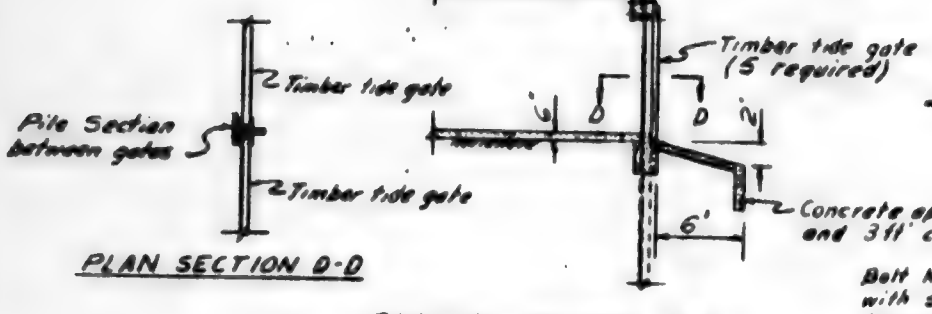
VICINITY MAP
No Scale



SECTION A-A
Scale: 1"=10'

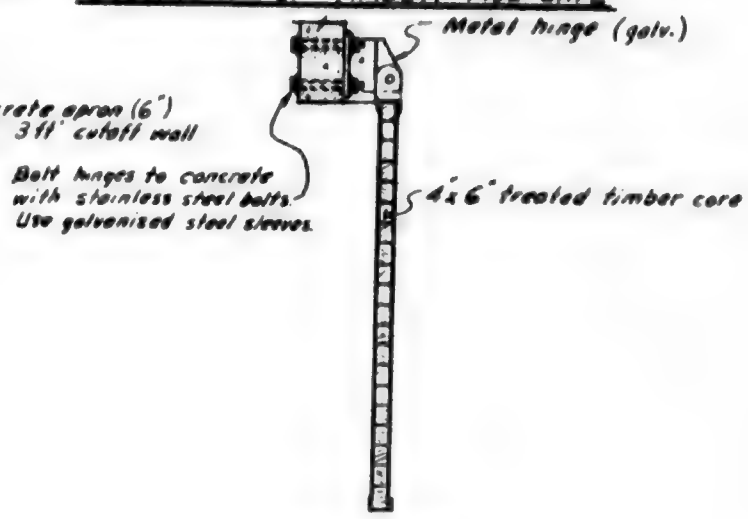


ELEVATION OF TIMBER TIDE GATE



PLAN SECTION D-D

PARTIAL SECTION B-B
(Showing Proposed Tide Gate)
Scale: 1"=10'



SECTION C-C
Scale: 1"=1'-0"

proposed ℄

APPROVED: P.E. BRIDGE ENGINEER P.E. ASST. STATE HIGHWAY ENGINEER	OREGON DEPARTMENT OF TRANSPORTATION BRIDGE DESIGN SECTION
DESIGNED	GALLAGER SLOUGH BRIDGE
DRAWN N. O. Peckham	WHEELER OVERCROSSING SECTION
CHECKED	OREGON COAST HWY. TILLAMOOK COUNTY
REVIEWED	PRELIMINARY PLAN AND ELEVATIO
REVIEWED	ACCOMPANIED BY DWGS.
CALC. BOOK	DATE Feb. 1, 1982 SHEET 1 OF
DATE / REVISION	BRIDGE NO. 714-A DRAWING NO.

29-1475
Wheeler Overcrossing
Gap Job
Hwy 101

NOTICE OF ADMINISTRATIVE DECISION

Notice is hereby given that on March 1, 1983 the Tillamook County Planning Department approved the following:

CONDITIONAL USE REQUEST

CU-82-57(a): For placing riprap in an EN (Estuary Natural) zone in Nehalem Bay along Highway 101 for 433 feet south of a point 1,700 feet north of Galager Slough. This is an extension of the riprap face being placed on the adjacent Nehalem River Bridge project. The project is described in DSL permit application FP 3684.

The findings and conclusions that support this decision and any attached conditions are as follows:

FINDINGS OF FACT:

1. The request area is part of an Estuary Natural Management Unit designated as 14EN.

2. The Land Use Ordinance allows riprap as a conditional use in an Estuary Natural zone (Section 3.102) subject to the standards for shoreline stabilization (Section 3.140(17).

3. Goal 16 and the administrative rule clarifying Oregon's estuaries permits riprap in a Natural management unit if it is consistent with the resource capabilities and purpose of the management unit.

4. The management unit 14EN is a strip of intertidal marsh and intertidal aquatic bed along the east bank of the Nehalem River between Galager Slough and a point approximately 2,500 feet north of the old Nehalem Bridge. Alterations in this management unit include the Nehalem Bridge and the County's boat landing and parking lot. The U. S. Army Corps of Engineers Nehalem Wetlands Review (February, 1977) identifies this area as a wetland of importance. A scenic nurse log is located near the western boundary of the management unit. The eastern fringe of the management unit is intertidal shore of variable width.

5. Erosion is threatening Highway 101 in this location. Some old riprap rock is present but is not adequately protecting the bankline.

6. Non-structural shoreline stabilization would not be successful at this location because of the narrowness of the bank, tidal innundation, and storm scouring.

7. Placement of riprap at a slope of 1½:1 or 2:1 will result in very little loss of intertidal marsh or intertidal aquatic bed because the riprap will lie primarily on the existing bank. Flatter slopes will not provide significantly greater protection from erosion.

8. Placement of riprap will not cause water diversions that adversely affect erosion, sedimentation, shoaling or flooding if the riprap follows the existing bankline.

RECEIVED
H.N. VAN CLEAVE
MAR 08 1983
PM | ASS'T PM | OM | INSP

REGION 2 ENGINEER
RECEIVED
MAR 2 1983
RLE | RE | RCE | RME | RIE | RME | ROE | ULE | GEO | PSO | ENV | RFE

cc H N Van Cleave
cc E L Everton

9. The area is not currently used for public access to the estuary.

10. Notices of Request for Administrative Review were mailed to one adjoining property owner, members of the North County CAC and State and Federal resource agencies. Two replies were received.

11. The respondents expressed concern that the nurse log not be injured by the riprapping. The nurse log is located approximately 400 feet north of the project area.

CONCLUSIONS:

1. The project is consistent with the resource capabilities and purpose of the management unit providing that slopes are not flatter than 2:1. This will protect the existing and proposed highway from erosion and will result in very little loss of intertidal marsh or aquatic bed.

2. The project will not affect the nurse log.

3. The project is consistent with the ordinance standards for shoreline stabilization.

CONDITIONS:

1. The riprap will have slopes no flatter than 2:1.

Please be advised that this decision may be appealed in writing no later than 5:00 p.m. in March 21, 1983 by those who are parties to this decision. Please contact the Planning Department for details concerning required forms, filing fees, or other information.

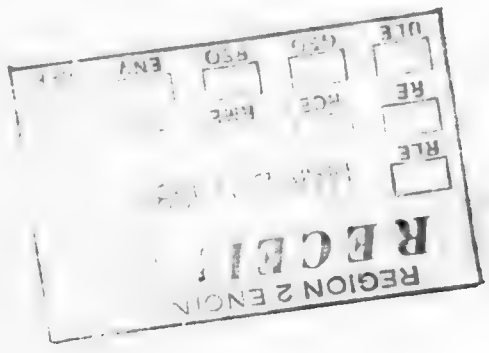
Sincerely,

TILLAMOOK COUNTY PLANNING DEPARTMENT

Brian Gregor

Brian Gregor
Coastal Resources Planner

Verstoeg
Anderson
Adams
Macnab
Stoudenmeyer
Terpin
Trout
Wakerlig
RECEIVED
MAR 28 1983
ROAD DESIGN SECTION
Do not file
Return to
Bring Up
Action


REGION 2 ENGIN
RECEI
RLE
RE
ULE
ENV

STATE OF OREGON
Highway Division - Region II

INTEROFFICE MEMO
378-2626

TO: Hal Versteeg
ROAD DESIGN ENGINEER

DATE: March 24, 1983

FROM: G. W. Wimer
REGION CONSTRUCTION ENGINEER

SUBJECT: Gallagher Slough Structure
Nehalem River Bridge - Wheeler
O'Xing Section
Oregon Coast Highway

You recently inquired of the justification of replacing the Gallagher Slough Structure, Oregon Coast M.P. 46.48.

During the A-95 Review Process the Sunset Drainage District, through the Soil Conservation Service, made objections to the highway project as proposed. In a January 24, 1983, meeting with the Sunset Drainage District, the Soil Conservation District and Tillamook County Planning, the Soil Conservation District expressed the following concerns:

1. They want to be assured that raising the grade on this project will not create increased flood levels in their homes and dairy operations. It is our best estimate that this elevation is 10.8 feet, which was reached in 1971 and 1972 about two months apart. A small quantity of water and debris again breached the highway last winter.

2. If, by raising the grade, we would keep waters captured for a longer period, water quality could be a factor. Storage of animal waste could become critical in this area and water retention could add to this problem.

3. The Sunset Drainage District would like the Highway Division to enlarge the structure at Gallagher Slough. They emphasize the structure should have adequate capacity so that the 10.8 foot elevation register at the Mohler Store would be maintained.

Region II office participants outlined our objectives:

1. Project plan approval from the Sunset Drainage District and FHWA.

2. Raising the grade so tide and wind action and inland flooding would not overtop the highway.

3. Providing adequate capacity to pass natural runoff from one side of the highway to the other.

1 Versteeg
Anderson
2 Adams
Macnab
Stoudenmeyer
Terpin
Trout
Wakerlig

RECEIVED
MAR 25 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ____/____/____
Action

Contains Recycled Materials

81-125-1307

4. The Nehalem Bridge project raised the grade in areas where some of the 1971 and 1972 flood waters overflowed the highway. There is some concern about our liability.

5. There is also concern of trying to tie onto an old structure constructed in 1923 where the foundation is so poor.

Weighing all the above concerns and objectives, it is our conclusion that Alternative 2 (raising the grade with a new, larger structure) would be the preferred alternative. As pointed out in Mike Shultz's March 14, 1983, memo, this was acceptable with the Drainage District. In fact, they offerred to hold the State harmless from raising the grade if adequate opening was provided. We are initiating an agreement to this effect. If you do not agree that this is an appropriate action, please advise immediately. The FHWA is agreeable with participating in the replacement.

MKS:GWW/bah

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 18, 1983

In Reply Refer to
File No.:
DES 23
1051A

TO: Dale E. Willen
Division Administrator
Federal Highway Administration

FROM: ORIGINAL SIGNED
WALTER J. HART
Walter J. Hart, P.E.
Bridge Engineer

RECEIVED
TECHNICAL SERVICES
MAR 21 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

N. TED
S. HUNTER

SUBJECT: SPRR Overcrossing near Wheeler
SPRR Overcrossing near Wheeler Section
Oregon Coast Highway
Tillamook County
BR 1051A

Enclosed are two reduced prints of Drawings 35758 and 35600 which are the preliminary plan and elevation and vicinity map for the subject structure. Also enclosed are two copies of the foundation reports.

The alignment and roadway width are in accordance with the standards governing the project. This alignment is an improvement of the existing alignment, both vertically and horizontally. The existing structure, slightly westerly of the proposed structure will be used for handling traffic during construction. The existing structure, constructed in 1923, is a framed timber trestle with steel I-beam span over the railroad tracks. The timber members of the existing structure have been replaced several times through the years and are presently again suffering from advanced decay.

The location is ideally suited for use of precast prestressed beams. Span lengths are nominal. The length of structure was governed by the necessary counterbalance width of the fill section at the north end of the structure and its encroachment on railroad tracks. See Soil Engineer's report and counterbalance plan included in the foundation report.

Two alternate studies were considered for this bridge site, both utilizing Type III precast prestressed beams. The alternate using a single-column bent was preferred over the alternate utilizing two column bents. This provides the required railroad horizontal clearances. Also, due to the close proximity of this bridge to the recently completed single-column bents of the Nehalem River Bridge, it was decided to use single-column bents. A preliminary estimate for the two column bent alternate was $763,000, including engineering and contingencies.

The estimated cost of the proposed structure, including an allowance for engineering and contingencies, is $780,000.

We request your approval of our preliminary plan.

KAK:jrb

Enclosures

cc: E. S. Hunter
Project Management Engineer
J. H. Versteeg /w/ 1 set
Region II /w/ 1 set
Environmental /w/ 1 set
John Grassman /w/ 1 set

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

H.S. Co...

In Reply Refer to
File No.:

March 15, 1983

Mr. David Astle
Assistant PUC Commissioner
Public Utility Commission
Labor & Industries Building
Salem, OR 97310

PUC Application
Wheeler Overcrossing Section
Oregon Coast Highway
Tillamook County
Crossing No. FD-832.30-A

Dear Dave:

Attached is an original and nine copies of a PUC Application relating to our desire to replace the existing deteriorating timber tressel bridge with a wider concrete structure on slightly improved highway alignment.

Cordially,

Roger D. Trygstad, PE
Railroad & Utility Engineer

RDT/llr
Attachment
cc: H. S. Coulter
E. S. Hunter
C. T. Keasey
Walt Hart
C. O. Fredrickson
D. E. Swan
J. L. Sollis
(All with copy)

RECEIVED
STAT HWY ENG
MAR 16 '83
REFER TO

Form 734-3122

PUC Docket No. SKF _____

PUC Crossing No. FD-832.30-A

DOT-AAR Crossing No. SP 754368K

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

APPLICATION FOR AUTHORITY in connection with a proposed railroad-highway crossing project.

Formal Title:

In the Matter of the Application of the State of Oregon by and through its Department (name of applicant)

of Transportation, Highway Division

for the authority, pursuant to ORS 763.030 (020/030/040), to

alter (construct/alter/change protection at/relocate/close) a separated (grade/separated) crossing

of Oregon Coast Highway (name of street or highway)

and Southern Pacific Transportation Company (name of railroad company)

Tillamook Branch (name of railroad main or branch line or other trackage)

near (in/near) Wheeler (name of city/town/rail station), Tillamook (name of county) County,

Oregon.

Check one of the following:

Allocation of funds from one of the following sources is requested or expected --

[ ] State grade crossing protection account (ORS 763.270, .280, .290).
Estimate of dollar cost to fund: $_____

[X] Federal-Aid Highway System funds.*
Federal Aid Highway Act of 1973

[ ] Other Federal Funds.*
_____

[ ] None of above.

*If Federal funding assistance is expected, please give appropriate federal statutory provision.

PUC Form 202 (30) 1-80

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

APPLICATION FOR AUTHORITY in connection with a proposed railroad-highway crossing project

---

Check one of the following and answer all of Section 1, plus all other parts of the application indicated below for that item.

(1) _____ Construction of a new public highway/bikeway over an existing railroad at grade.
Answer: Sec. I, II, V, as appropriate.

(2) _____ Construction of a new railroad track or tracks over an existing public highway at grade.
Answer: Sec. I, II, V, as appropriate.

(3) _____ Construction of a new public highway over or under an existing railroad.
Answer: Sec. I, III, V and #12 (a)(1), and 11 (b)(1).

(4) _____ Construction of a new railroad track or tracks over or under an existing public highway.
Answer: Sec. I, III, V and #12 (a)(1), and 11 (b)(1).

(5) _____ Alteration/relocation of an existing public highway at an existing grade crossing.
Answer: Sec. I, II, V.

(6) _____ Alteration or relocation of existing railroad trackage at an existing grade crossing.
Answer: Sec. I, II, V.

(7) _____ Separation of an existing grade crossing. Answer: Sec. I, III, V and #12 (a)(1) and (b)(1).

(8) X Alteration of an existing separated crossing. Answer: Sec. I, III and V.

(9) _____ Removal of a track or tracks from an existing grade crossing. (If this is all that is involved, no application is required. Please notify us in writing.)

(10) _____ Addition of a track or tracks at an existing grade crossing. (See (6) above and answer as indicated.)

(11) _____ Addition of protective devices at an existing crossing.

(12) _____ Addition or removal of stop sign protection at an existing crossing. (Simplified form 204 (31) 10-77 may be used if this is all that is involved. Otherwise, answer as indicated under (5) above.)

(13) _____ Closure of an existing grade crossing. Answer: Sec. I, IV and the applicable portions of #'s 11, 12 and 13.

(14) _____ Other (please specify)_____

Note: TO SAVE PAPER WHEN COMPLETING THIS FORM, IF IT IS FOUND THAT NO RESPONSES ARE REQUIRED ON ANY PARTICULAR PAGE(S), PLEASE OMIT SUCH PAGE(S) FROM YOUR APPLICATION. ALL SUCH OMISSIONS MUST BE SPECIFIED ON THE SIGNATURE PAGE.

IMPORTANT: PLEASE READ NOTE AT BOTTOM OF PRECEDING PAGE BEFORE COMPLETING THIS FORM.

NOTE TO APPLICANT: If assistance in completing this form is desired, please call 378-6659. On a question involving railroad data, the railroad involved can usually provide assistance as well:

Burlington Northern, Engineering Dept.	241-6312	(Portland)
Southern Pacific, Division Engineer	228-8181	(Portland)
Union Pacific, Public Projects Engineer	249-2591	(Portland)
—or—	(208)-232-4450	(Pocatello, Idaho)

(Pocatello should be called for Union Pacific lines east of Huntington, including the line to Burns.)

SECTION I. (To be filled out completely by all applicants.)

1. Name of Applicant: Oregon Department of Transportation, Highway Division

   Address: Salem, Oregon 93710

   Name of Applicant's Contact Person and Telephone No. Roger Trygstad, 378-6511

2. Statutory authority under which this application is made: ORS 763.030
   (020/030/040)

   Note: If a new grade crossing is proposed — ORS 763.020; if an existing grade or separated crossing is to be altered — 763.030; if a new separated crossing is proposed — ORS 763.040.

3. Location of the proposed project:

   a. Railroad milepost 832.30

   b. City --

   c. Nearest railroad station Nehalem Junction

   d. County Tillamook

   e. The proposed project is to be in the SE 1/4 of the SW 1/4 of Section 35, Township T 3 N, Range R 10 W, W. M.

4. a. Name of public highway involved in this project:

   Oregon Coast Highway

   b. Name of public authority with jurisdiction over this highway:

   Oregon Department of Transportation, Highway Division

5. Name of railroad involved in this project: Southern Pacific Transportation Company

   Tillamook Branch
   (include name of branch, main line or other track)

6. List the proper parties in interest in this matter and their address:

   a. Southern Pacific Transportation Company

   b. North Tillamook County Sanitary Authority

   c. Tillamook Public Utility District

   d. Nehalem Telephone and Telegraph

   e. Underhill Television Service

   f. Oregon Department of Transportation, Highway Division

   Have you served each of these parties with a copy of this application? No
   (yes/no)

   If yes, please provide certificate of such service. (We would prefer to serve the application ourselves.)

   g. Tillamook County

7. Describe the project in detail (including any street widening, curbing, guardrail, realignment, etc.):

New highway structure over the railroad adjacent to and northerly from the existing highway structure. The existing structure will be removed after the new structure is completed and opened to Oregon Coast Highway traffic.

8. a. Is the project contemplated required by the public safety, necessity, convenience and general welfare? Yes (yes/no)

b. If yes, why? Replacement of existing deteriorating timber trestle bridge with wider concrete structure on slightly improved highway alignment.

9. Is the crossing involved (to be) a separated crossing? Yes (yes/no)

SECTION II. Grade Crossings (If a separated crossing is involved in this application, answer 11a(2), 11b(1), 12a(1) and 12b(1), then go on to Section III.)

10. Is it possible or practical to construct a separated crossing at this location? _____ (yes/no)

If no, why not? _____

_____

11. Physical description of the crossing:

a. The Highway

(1) Alignment —Describe the highway alignment for 500 feet on each approach, both before and after the project:

_____

_____

_____

_____

(2) *Width—The highway is _____ feet wide at the crossing at present; after completion of the project, it will be _____ feet wide at the crossing; consisting (from _____ (N or E) to _____ (S or W)) of:

At present—	After completion—
Shoulder** of _____ feet	Shoulder of _____ feet
_____ lane(s) at _____ ft. ea.	_____ lane(s) at _____ ft. ea.
Median of _____ feet	Median of _____ feet
_____ lane(s) at _____ ft. ea.	_____ lane(s) at _____ ft. ea.
Shoulder of _____ feet	Shoulder of _____ feet

* Measurement of highway width should be along a line perpendicular to the centerline of the highway, 15 feet from the centerline of track.

** If highway is curbed to crossing, "shoulder" is assumed to mean "parking area."

SECTION III. Separated Crossings

21. At the crossing, the highway will be above (above/below) the railroad tracks.

If the highway is to be below the railroad, will the abutments be protected by impact attenuators?

(yes/no)

If no, please give reasons why attenuators are not necessary:

22. Who will construct the structure?

Oregon Department of Transportation, Highway Division

23. Who will pay for such construction?

Name of Party	Percent of Cost
Oregon Department of Transportation,	100
Highway Division	

24. Who will maintain the structure?

a. Up to the bottom of the beams except for the beam-bearing assemblies:
Oregon Department of Transportation, Highway Division

b. All highway appurtenances: Oregon Department of Transportation, Highway Division

c. Above the bottom of the beams plus the beam-bearing assemblies:
Oregon Department of Transportation, Highway Division

d. Railroad tracks, railroad drainage and all railroad facilities:
Southern Pacific Transportation Company

25. Who will pay for said maintenance?

a. Up to the bottom of the beams except for the beam-bearing assemblies:
Oregon Department of Transportation, Highway Division

b. All highway appurtenances: Oregon Department of Transportation, Highway Division

c. Above the bottom of the beams plus the beam-bearing assemblies:
Oregon Department of Transportation, Highway Division

d. Railroad tracks, railroad drainage and all railroad facilities:
Southern Pacific Transportation Company

26. Who will pay for damage to the structure caused by motor vehicle traffic on the highway?

Oregon Department of Transportation, Highway Division

27. Is a temporary impairment of standard clearance on the railroad necessary during the construction period? Yes (yes/no)

If so, describe (and attach complete drawing): Construction of bents and footings adjacent to tracks, but within the limits of Southern Pacific construction clearances as shown.

28. Is a temporary crossing at grade necessary during the construction period? No (yes/no)

If so, answer questions in Section II and attach a complete drawing. The exact railroad milepost location of the temporary grade crossing is: _____.

How long is it contemplated that this temporary crossing will be necessary? (Furnish specific dates if possible.)

SECTION V. — (To be completed by all.)

41. Upon completion of this project, will it be possible to close any existing grade crossing(s) in the area? No (yes/no)

If yes, list and explain: _____

If no, explain why not: Replacement of existing grade separation structure only.

42. Other items of construction and cost distribution:

* *

43. Are the maps and drawings required by the Commissioner's Rules and Regulations attached to this application? Yes - Oregon Department of Transportation-Highway Division-Bridge Design Section Drawings 35600 and 35758 (yes/no)

PLEASE FURNISH SUFFICIENT COPIES OF THE APPLICATION AND DRAWINGS TO ENABLE US TO SERVE ALL PARTIES IN INTEREST (INCLUDING STATE HIGHWAY DIVISION, COUNTY, AND REGIONAL COUNCIL OF GOVERNMENTS) PLUS AN ORIGINAL AND TWO COPIES FOR OUR USE.

The following enumerated page(s) have been omitted from this application because no response to the questions and/or information requested is required in this matter: 4, 5, 6, 7, 8, 9, 10, 11, 12 15 and 16

Applicant prays for an order permitting construction in accordance with this application, or for such other and further order as may be proper in the premises.

Dated at Salem, Oregon this 15 day of March, 1982.

(Applicant)

(Attorney)

I, Roger D. Trygstad, being first duly sworn, say I am the applicant in the within entitled cause, and that the foregoing application is true, as I verily believe.

STATE OF OREGON)
) ss.
County of)

Subscribed and sworn to before me this 15th day of March, 1983.

(Notary Public for Oregon)

My Commission Expires: 12-18-84

PUC Form 202 (30) 1-80

Signature Page

I, Roger D. Trygstad, being first duly sworn, say I am the applicant in the within entitled cause, and that the foregoing application is true, as I verily believe.

STATE OF OREGON)
) ss.
County of)

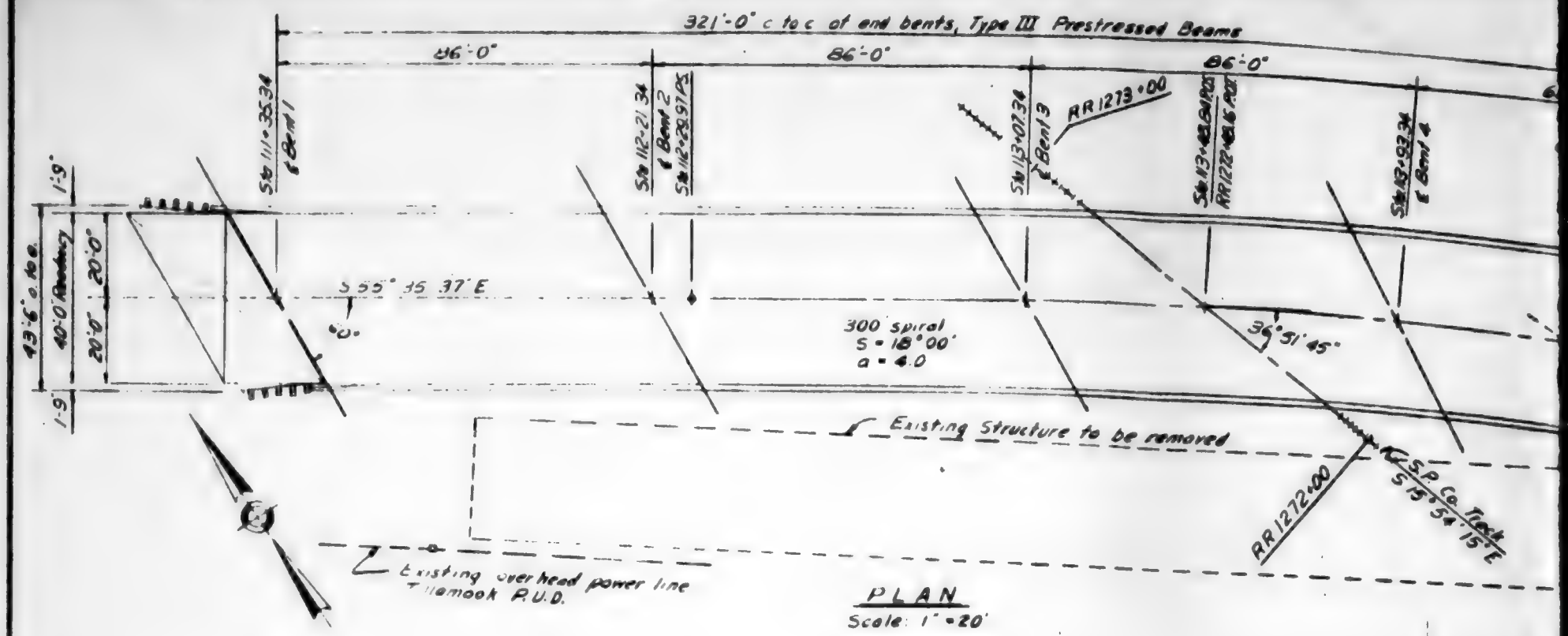
Subscribed and sworn to before me this 14th day of March, 1983.

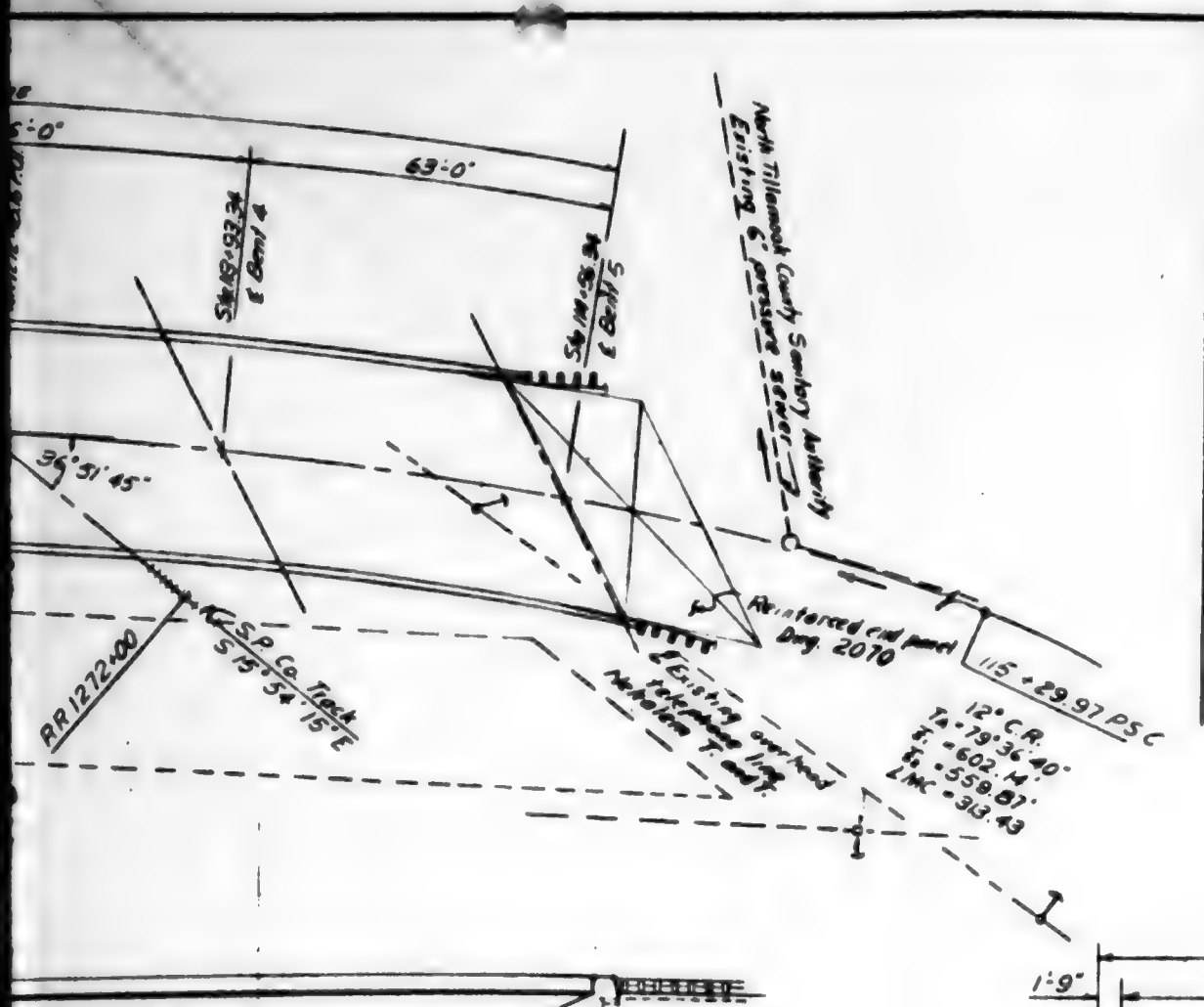
(Notary Public for Oregon)

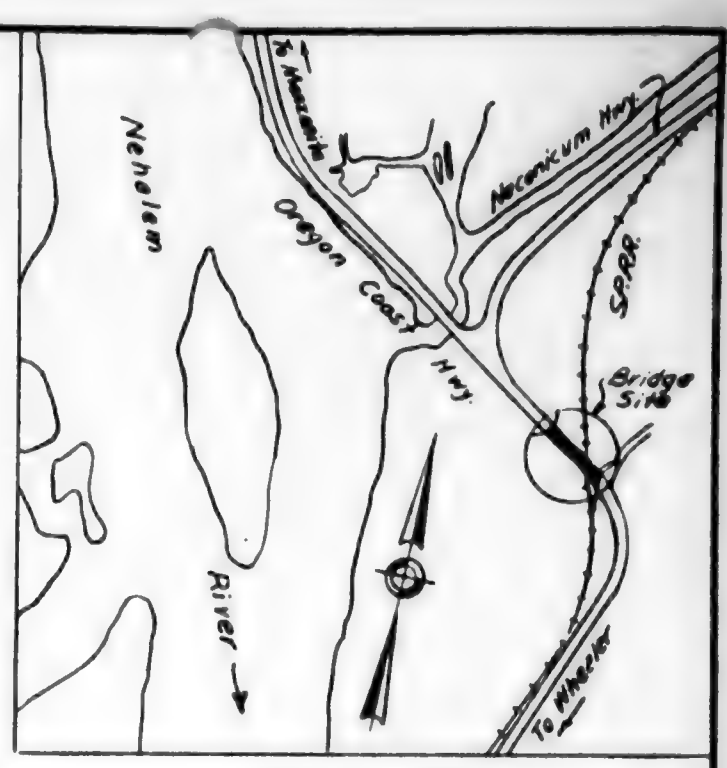
My Commission Expires: 12-18-84

PUC Form 202 (30) 1-80

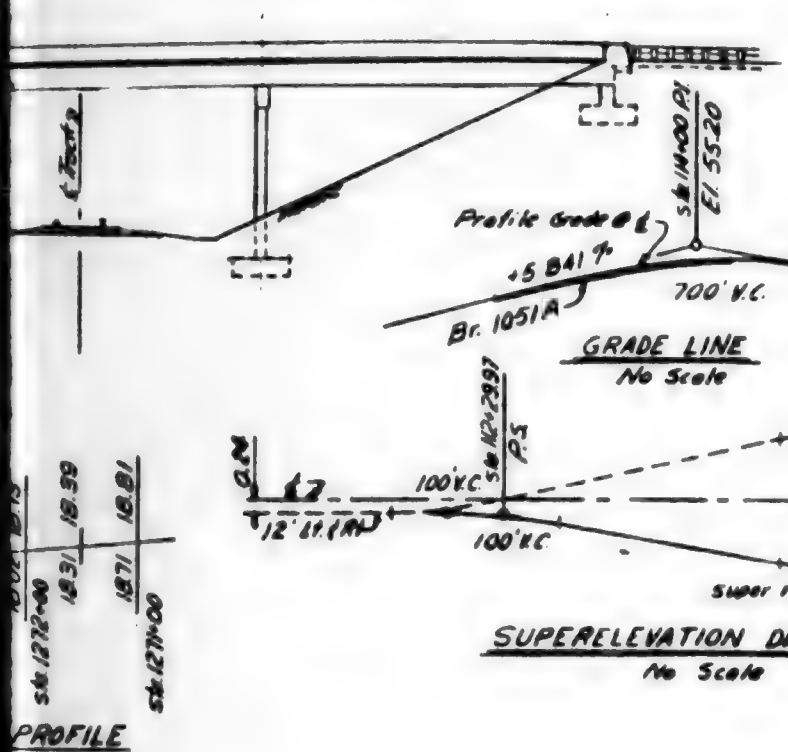
Signature Page

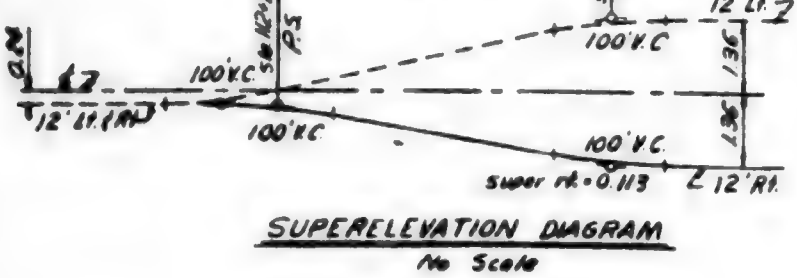

321'-0" c to c of end bents, Type III Prestressed Beams
86'-0"
86'-0"
86'-0"
Sta 111+35.34
℄ Bent 1
Sta 112+21.34
℄ Bent 2
Sta 112+29.91 PC
Sta 113+07.34
℄ Bent 3
RR 1273+00
Sta 113+43.91 PT
RR 1272+43.6 Ahead
Sta 113+92.34
℄ Bent 4
1'-9"
43'-6" o to o
40'-0" Roadway
20'-0"
20'-0"
1'-9"
S 55° 45' 37" E
300' spiral
S = 18°00'
a = 4.0
36°51'45"
Existing Structure to be removed
RR 1272+00
S.P. Co. Track
S 15°54' 15" E
Existing overhead power line
Tillamook P.U.D.
PLAN
Scale: 1" = 20'
Type '6' Rail. Dwg. 27155
50.0
40.0
30.0
20.0
10.0
0.0
-10.0
-20.0
-30.0
fill
Counterbalance Fill
1:1
Original ground 15' Rt.
℄ Track 2
ELEVATION
Scale: 1" = 20'
East Rail El.
Northbound
West Rail El.
17.26
17.33
17.59
17.84
18.13
18.39
18.61
17.17
17.22
17.52
17.74
18.02
18.31
18.71
Sta 112+00
Sta 113+00
Sta 113+00
Sta 112+00
Sta 111+00
RAIL ROAD PROFILE
14'-0"
14'-0"
8'-6"
℄ track
21'-0"
15'-0"
10'-0"
10'-0"
25'-0"
6'-0"
Top of rail
RAIL ROAD CONSTRUCTION CLEARANCE
SOUTHERN PACIFIC CO.
23'-6" min.
15'-0"
8'-6"
℄ track
16'-0" min.
16'-0" min.
14'-0"
Top of rail
1:1
RAIL ROAD CLEARANCE DIAGRAM





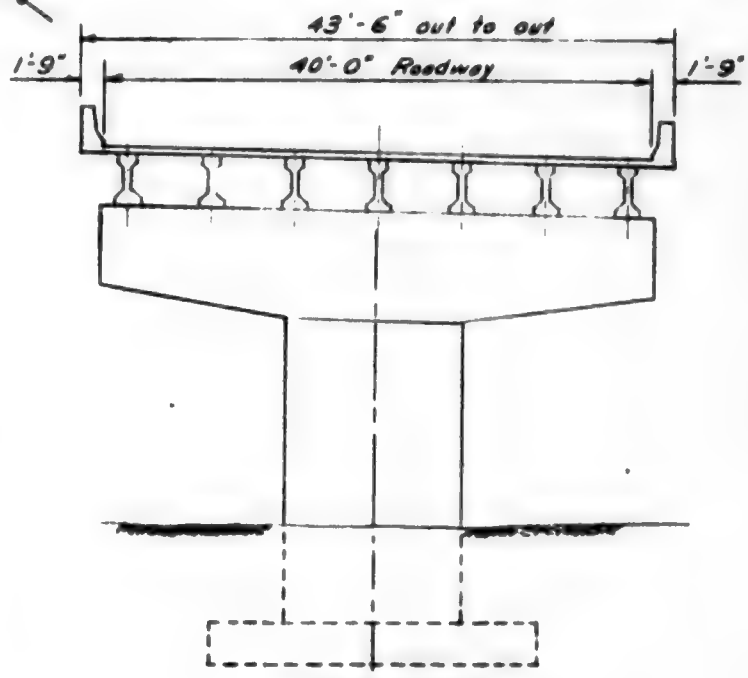
VICINITY MAP
No Scale



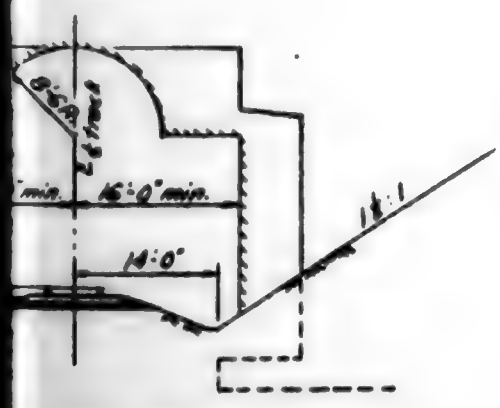


GRADE LINE
No Scale

SUPERELEVATION DIAGRAM
No Scale



Bents 2, 3 & 4
TYPICAL SECTION
Scale: ⅜" = 1'-0"



CLEARANCE DIAGRAM

APPROVED:
P.E.
STRUCTURAL DESIGN ENGINEER
P.E.
TECHNICAL SERVICES ENGINEER
DESIGNED
DRAWN N.O. Wittmer
CHECKED
REVIEWED
REVIEWED
CALC. BOOK 1920

DATE	REVISION

OREGON DEPARTMENT OF TRANSPORTATION
STRUCTURAL DESIGN SECTION

S.P.R.R. OVERCROSSING NEAR WHEELER

WHEELER OVERCROSSING SECTION

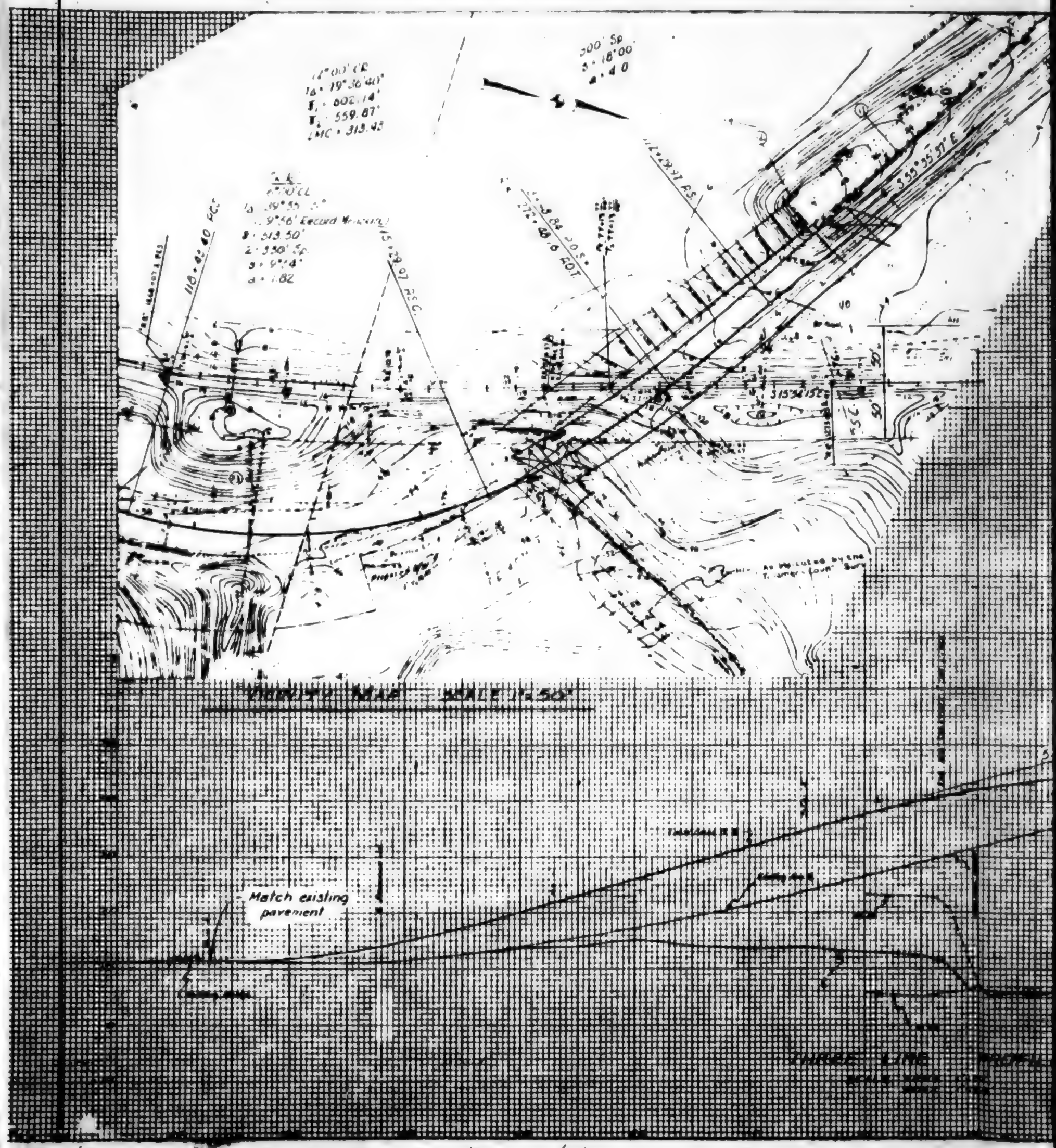
OREGON COAST HWY - TILLAMOOK COUNTY

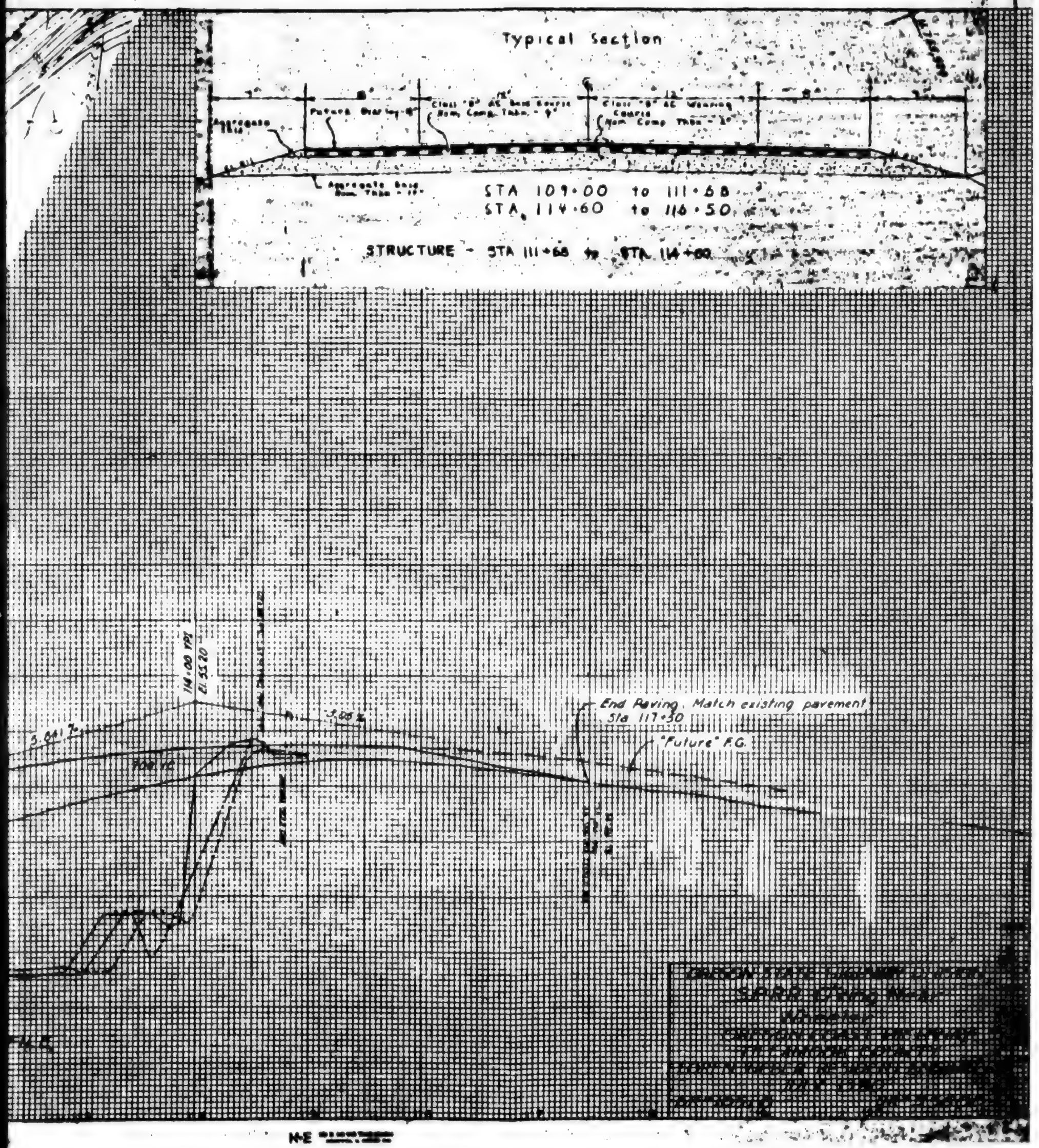
P. U. C. PLAN AND ELEVATION

ACCOMPANIED BY DWGS. 35600

DATE MARCH 1983 SHEET 1 OF 2

BRIDGE NO. 1051A DRAWING NO. 35758


Match existing pavement


Typical Section
Aggregate Base Course Thick - 11"
STA 109+00 to 111+68
STA 114+60 to 116+50
STRUCTURE - STA 111+68 to STA 114+60
114.00 PGL
El. 55.20
3.00 %
5.00 %
"Future" P.G.
End Paving, Match existing pavement
Sta 117+30

STATE OF OREGON
LOCATION UNIT

INTEROFFICE MEMO
LOC 8

TO: MEMO TO THE FILE

DATE: January 7, 1983

FROM: David W. Bryson, P.E.
Asst. Hydraulics Engineer

SUBJECT: SPRR O'xing @ Wheeler
Gap-Nehalem River Bridge
Gallagher Slough Drainage
Oregon Coast Highway
Tillamook County

Versteeg
Anderson
Adams
Macnab
Stoudenmeyer
Terpin
Trout
Wakerlig

RECEIVED
APR 8 1983
ROAD DESIGN SECTION

Do Not File
Return
Bring Up
Action

A proposed grade raise for this project and one planned for the current construction project immediately adjacent to the north have been questioned by the local diking authority and SWCD relative to the flooding effect on the diked land adjoining the highway fill on the east. Two conditions have to be considered - (1) What will be the effect relative to the restrictions listed in the Flood Insurance Study, Tillamook County, February 1978, for the U.S. Department of Housing and Urban Development, Federal Insurance Administration, known now as Federal Emergency Administration Agency (FEMA); and (2) Is the tidegate structure at the outlet end of Gallagher Slough sufficiently large to handle runoff passing through the recently constructed Mohler overflow structure.

The flood insurance study delineates the floodway and floodway fringe for the intermediate flood (100-year frequency). The floodway boundary basically follows the river banks along the reach of highway that is in question. By definition, the floodway is the channel of a stream, plus any adjacent floodplain areas, that must be kept free of encroachment in order that the 100-year flood be carried without substantial increases in flood heights. The standard adopted nationwide is a maximum increased flood height of one foot.

The area between the floodway and the boundary of the 100-year flood is termed the floodway fringe. The floodway fringe thus encompasses the portion of the floodplain that could be completely obstructed without increasing the water-surface elevation of the 100-year flood more than one foot at any point.

Embankment to be placed on the proposed project and the construction project now underway will be situated within the floodway fringe area; therefore, the planned construction will not violate FEMA criteria. Condition No. 1 is satisfied.

Condition No. 2 - It is not a question whether or not the tide gate boxes at the outlet end of Gallagher Slough are large enough to carry

Contains Recycled Materials

any water passing through the Mohler overflow structure. In either 1971 or 1972, a levee which was constructed about 1967 and located about 900 feet south of the Mohler overflow bridge was breached during a high runoff on the South Fork of Nehalem River. A large enough quantity of water passed through the breach to cause an overflow of the Coast Highway about 2,000 feet northerly of the tide boxes to a maximum depth of about 0.5 foot. There was at the time about a two-foot differential in the water surfaces upstream and downstream of the highway. This translates into a discharge through the tide boxes of about 1,200 cfs and road overflow of about 180 cfs. Estimated elevation at the road overflow is about 10.4 ft. msl. The levee upon which the highway lies and that portion to the north of the existing Nehalem River Bridge varies in elevation from 9.9 to 10.3 ft. msl.

If the levee 900 feet south of the Mohler overflow had not breached, the condition seen at the tide boxes as related above would not have existed. Theoretically, a breach at any place in the dike belonging to the Sunset Drainage District would cause about the same situation.

When water reaches the depth necessary to overflow the existing highway and the dikes along the river, all the land within the peninsula as well as the low-level dikes thereon are inundated by upwards of five (5) feet. The proposed roadway elevation will have a low point of 11.3 ft. msl. If the assumption is made that the water could reach an elevation of 11.3, the only effect seen would be higher water at the tide gates. This increases the capacity of the tide boxes because of the increased head differential.

HOWEVER, an elevation of 11.3 feet would never be seen, even during a 100-year runoff, because the water would be re-entering the river over the top of the existing dike northerly from the new Nehalem River Bridge for a distance of at least 2,500 feet. If another assumption is made that a tremendously high tide with westerly winds occurred at the same time, then everything would be inundated, regardless of what elevation the highway might be. There is one farmhouse just easterly and northerly of the existing bridge which has a floor elevation of about 10.5 ft. msl. It might be affected with up to 0.5 feet of water during a 100-year flood; this is only an estimate, however, and it would have been similarly affected under 100-year flood conditions with existing conditions.

In conclusion, it is my judgment that raising the highway grade will not have any material effect.

RLL:ja

cc Frank Terpin
Gerald Wimer

HYDRAULIC DATA

	DESIGN FLOOD	BASE FLOOD	MAXIMUM EXPECTED FLOOD	MAXIMUM FLOOD YEAR ( )
Discharge . cfs / m^3/s	1,835	1,250	400	
Frequency – yrs.	—	100	500	
H.W. Elevation ft. / Natural Channel m.	—	—	—	
H.W. Elevation ft. / Channel Change m.	—	—	—	
Average Velocity fps / mps	7.7	5.2	1.7	
Headwater Elevation ft. / m.	10.4	10.8	11.2	
Tailwater Elevation ft. / m.	8.4	9.6	10.7	

For Canals: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: Discharges shown are the discharges through the Gallagher Slough structure. As the flood frequency increases, the discharge through the structure decreases because the effective head on the structure decreases. During the 100-year flood, the estimated discharge across the floodplain upstream of the highway is 7,000 cfs. Since 1,250 cfs will be flowing through the Gallagher Slough structure, the remaining 5,750 cfs will be overtopping the dike north of the Nehalem River Bridge. A similar situation exists during the 500-year flood. During this flood 8,300 cfs will be overtopping the dike north of the Nehalem River Bridge.

OREGON DEPT. OF TRANSPORTATION
HYDRAULICS UNIT

Gallagher Slough
Oregon Coast Highway, M.P. 46.48
Tillamook County

COMPILED BY:	DATE:
Dave Bryson	April 5, 1983

STATE OF OREGON
HIGHWAY DIVISION

INTER-OFFICE MEMO
ENV 3

TO: MEMO TO THE FILE

DATE: January 6, 1983

FROM: Pieter T. Dykman, Research Coordinator
Environmental Section

SUBJECT: Wetland Mitigation-Addendum
Nehalem River - Wheeler O'Xing Project
Oregon Coast Highway
Tillamook County

1 Versteeg ✓
Anderson
Adams
Olson
Sullivan
Terpin
2 Trout
Wakerlig

RECEIVED
JAN 10 1983
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up /
Action

On December 14 a meeting was held in Nehalem to discuss wetland mitigation on the Wheeler O'Xing project. Present for the discussion were Bill Kappus, FHWA; Brent Forsberg and Doug Taylor, ODF&W; Bill Parks, D.S.L.; and George Wills, Donald Keyes, H. N. VanCleave, Don Bedford, Hobart Hicks and Pieter Dykman all of the Highway Division.

After a period of discussion among the participants, agreement was reached on modifying the wetland mitigation scheme presented in the wetland analysis and the September 1982 wetland addendum. The items discussed below will be substituted and will constitute the revised wetland addendum for the project.

A. Southwest side of Oregon Coast Highway

- Disturbance to the existing fill, ground surface, and vegetation will be minimized. No vegetation plantings are proposed for this side of the highway; a vegetation screen between the estuary and the roadway is not desirable.

True Sht. 7 Plan

B. Northeast side of Oregon Coast Highway

1. The lower quality wetlands area from the beginning of the project at Station 88+76.85 to approximately Station 96:

   a. The area between the right-of-way line and the toe of fill is to be excavated to a depth of one foot below the average annual low water table elevation so as to create permanent standing water. A four foot wide bench, two to three feet higher than the low water table elevation, will be left between the excavation and the toe of fill.

True Sht 2A Plan

   b. The bench is designed to allow the establishment of a vegetation screen between the roadway and wetland area created by the excavation. The four foot wide bench will be planted in trees and shrubs in a scheme similar to the planting plan shown as page 6 of the preliminary plan for the project.

True Sht. 7 Plan

RECEIVED
JAN 07 1983
LOCATION SECTION

2. The higher quality wetland area from approximately Station 96 to Gallagher Slough at Station 105:

Spec. 108.04

a. Wetland mitigation work will be done in consultation with the local Oregon Fish and Wildlife biologist.

Spec 108.04

b. Existing trees will be left along with sufficient high ground to preserve their root systems.

c. Areas between the trees and high ground will be selectively excavated to a common elevation with the wetland area being created between stations 88+76.85 and 96.

True Plan 2A

d. Vegetation in unexcavated areas will remain undisturbed. Sideslopes of excavated areas will be revegetated.

e. A buffer zone of vegetation and undisturbed ground will be left alongside of Gallagher Slough in areas not affected by construction. Disturbed areas will be revegetated.

PTD:1b

cc: All Meeting Participants
G. A. Potter

9

Road Design Section

DES 16

Bud Van Cleave
Project Manager

Dictated by Mike

Michael Lucker
Landscape Designer

Plant Materials
Wheeler O'xing Section
Oregon Coast Highway
Tillamook County

January 4, 1983

1 Versteeg ✓
Anderson
Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JAN 4 1983
ROAD DESIGN SECTION

Do Not File
Return To
Bring w/
Action

This planting falls into the category of "Wetland Mitigation." As such, we've used some plants that may be hard for the contractor to locate.

To assist in this, we have included a list of native plant vendors and one Oregon nursery list. It may also be necessary for the contractor to contact local nurseries.

In case these measures don't work, we will allow alternates of other native plants. The contractor can submit these or we can give you a list.

The native willow cutting sites mentioned in the special provisions are another issue. Coast Willow was recently planted near the Tillamook River Safety Rest Area and is doing very well. Cuttings could be taken there or at any site that has one of the three native willows (Coast, Scoulers, Sitka).

To find other sites, you could contact the local Highway Landscape Maintenance Foreman or local State Parks people. Our agronomist, Joe Hay, may know of sites and the Soil Conservation Service office in Tillamook has at least one person who can identify native willows.

As always, we will be here to answer questions or listen to comments.

ML:rw

Enclosures

~~3/4/83~~
~~3/15/83~~
~~3/16/83~~
~~3/17/83~~

January 3, 1983

DES 16

Department of Geology and
Mineral Industries
1129 S. Santiam Road
Albany, Oregon 97321

Attention: Paul Lawson

Material Source
Wheeler O'xing
Oregon Coast Highway
Tillamook

Plans are being prepared for the above highway improvement project. It will be necessary to borrow material to complete the roadway embankments.

It is planned to obtain the required borrow by widening an existing highway cut area.

The plan for this is shown on Sheet No. 2B. It is our assumption that this borrow will qualify as "on-site" construction and this preclude the requirement for a permit.

If anything more is required, please advise.

J.H. Versteeg
Road Design Engineer
By

Donald L. Trout
Final Project Coordinator

DLT:kg

VICTOR ATIYEH
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 28, 1982

In Reply Refer to
File No.:
LOC 11

Burt Paynter, Chief
Regulatory Functions Branch
Portland District Corps of Engineers
P. O. Box 2946
Portland, OR 97208

Attn. Ron Marg

071-0YA-2-004624
Gallagher Slough-Fill
Wheeler Overcrossing Section
Oregon Coast Highway
Tillamook County

Enclosed are revised drawings and an addendum to the "Wetland Analysis" for the above proposed project. I have also included for your information and use a half-size transparency of the construction plans. You will note that they are stamped "Preliminary Copy Subject to Change".

The total quantities of material and the area of wetlands destroyed, even with the change in configuration, remains approximately the same; therefore, they will not change from the original information that was sent to you on August 2, 1982.

If you need further information, please contact Donald E. Keyes, Location Unit, 200 Transportation Building, Salem, OR 97310, telephone 378-6265.

ORIGINAL SIGNED BY
FRANK E. TERPIN
Frank E. Terpin
Location Engineer

Attachments

bc/enc. E. S. Hunter
Walt Hart
C. O. Fredrickson
Donald Trout
Don Keyes

DEK:ja

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
OCT 1 '82
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form 734-3122

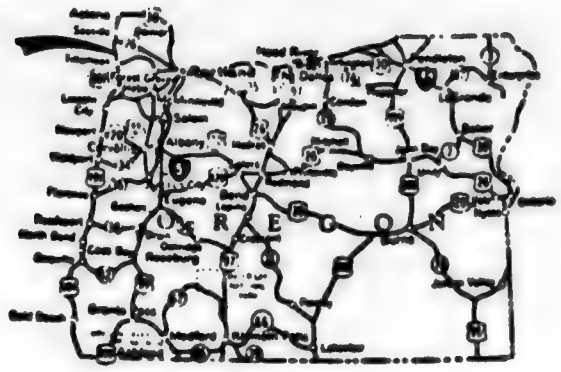
ADDENDUM TO WHEELER OVERCROSSING WETLAND ANALYSIS
September 20, 1982

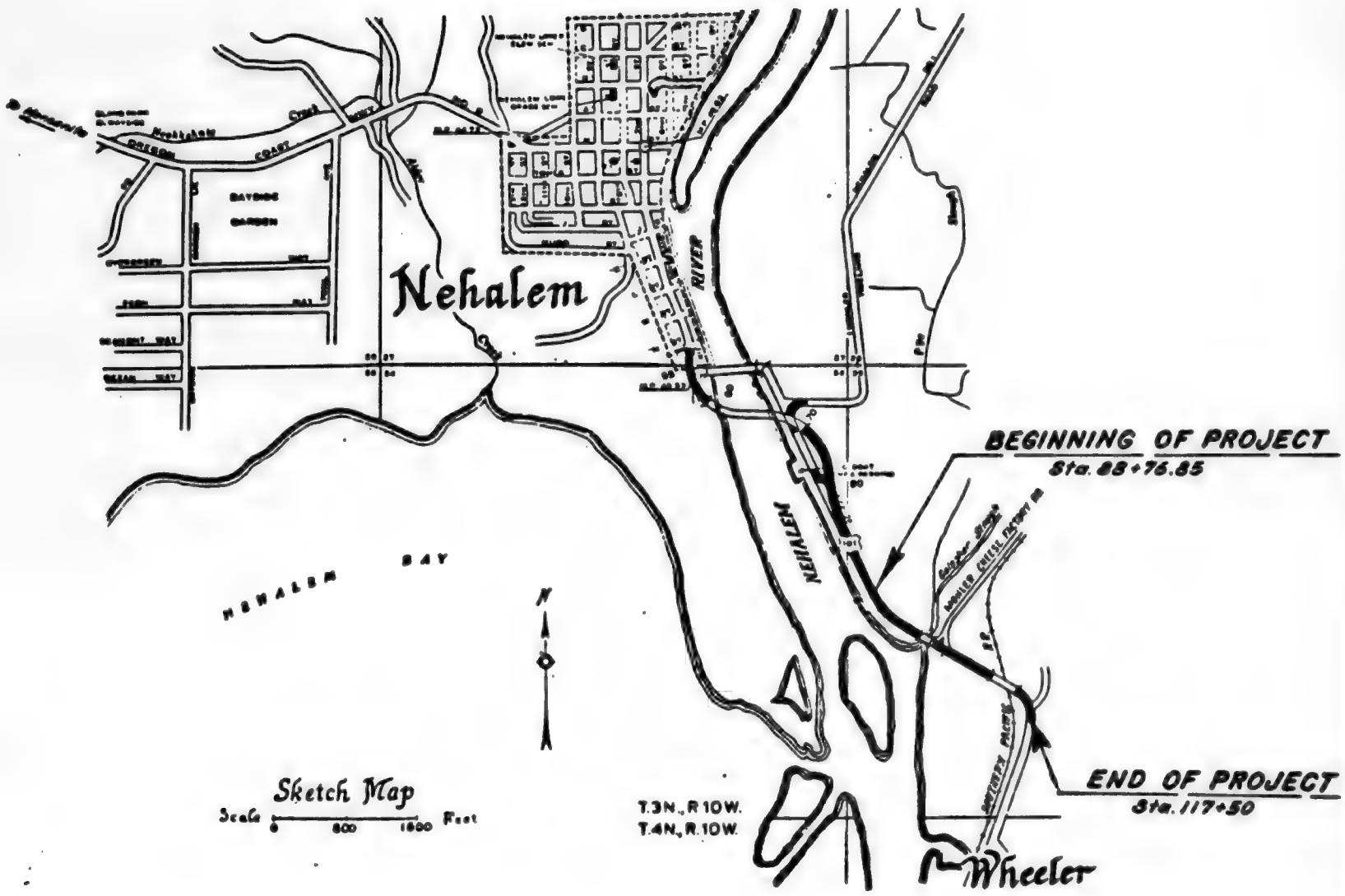
The following mitigation proposals have been made by an Army Corps of Engineers representative, and these will be carried out as explained below.

On the fill slopes along the west side of the highway, woody vegetation will be planted to form a visual barrier between highway traffic and wildlife. Most of this will consist of willows, with some alders as well.

Along the east side of the project, planting will be done on the fill, counterbalance and other areas within the proposed right-of-way. Native species are preferred, and woody plants will be emphasized on the lower areas. Willow, alder, red elderberry, and bush honeysuckle are recommended, but reed canary grass is not.

The drainage ditch to be constructed east of the highway will be located so as to allow a broad vegetated buffer strip between it and the highway. This means that wherever space permits and it is otherwise feasible, the ditch will be constructed away from the toe of fill and close to the proposed right-of-way line.

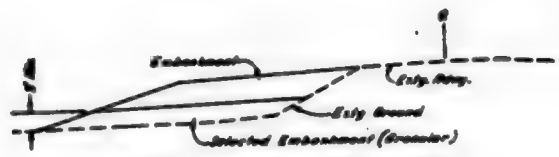




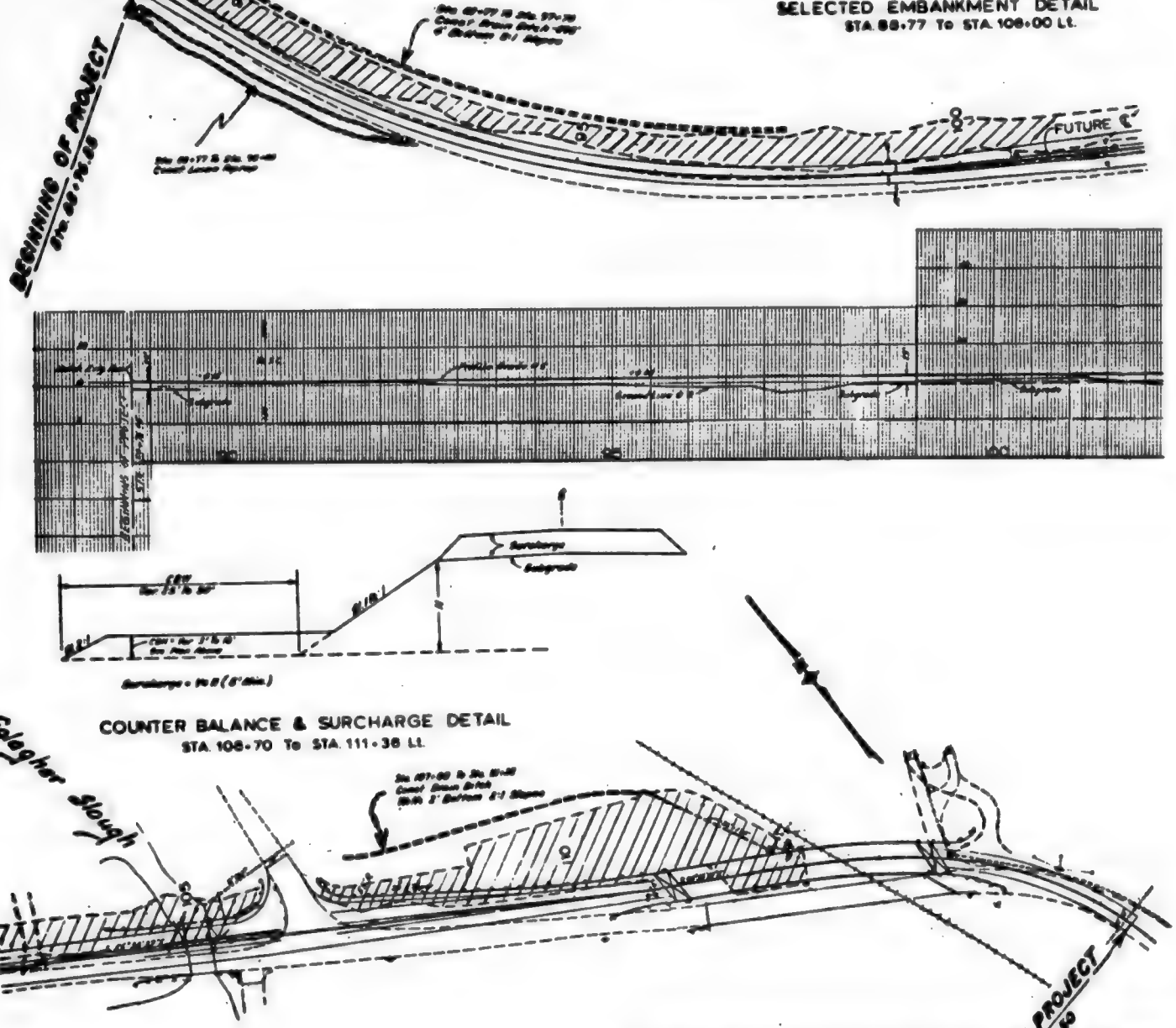
PROPOSED WHEELER O'XING SECTION
NEAR WHEELER, OREGON - TILLAMOOK CO.
APPLICATION BY: OREGON HIGHWAY DIVISION
JULY 1982 SHEET 1 OF 2

SEC. 35. T. 3N. R.10W. W.M.

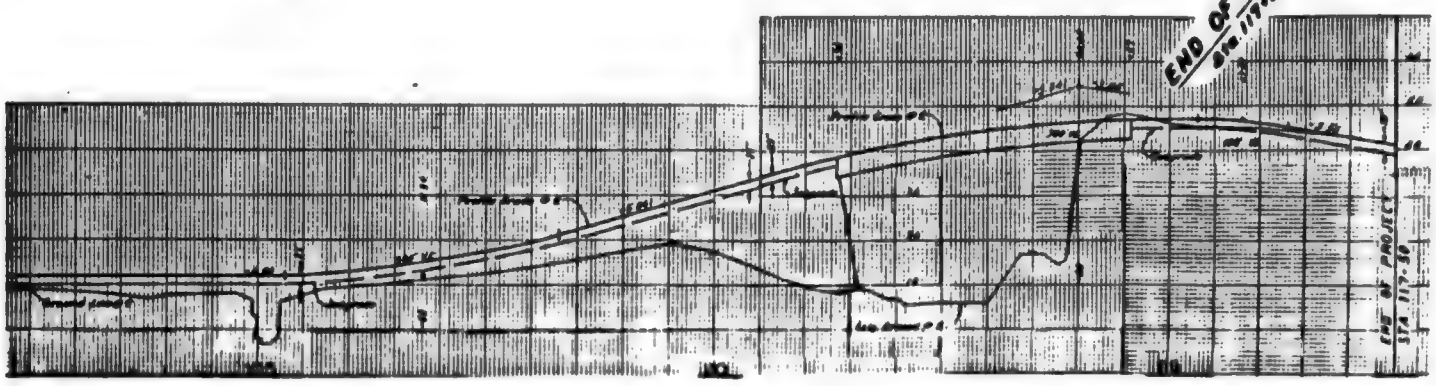
LOOSE RIPRAP INSTALLATION DETAIL
STA. 88+77 To STA. 93+00 Rt.



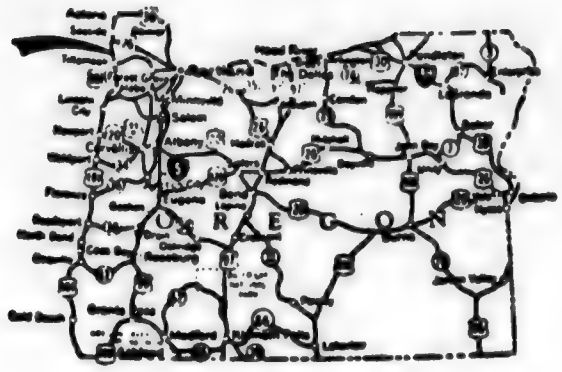
SELECTED EMBANKMENT DETAIL
STA. 88+77 To STA. 108+00 Lt.

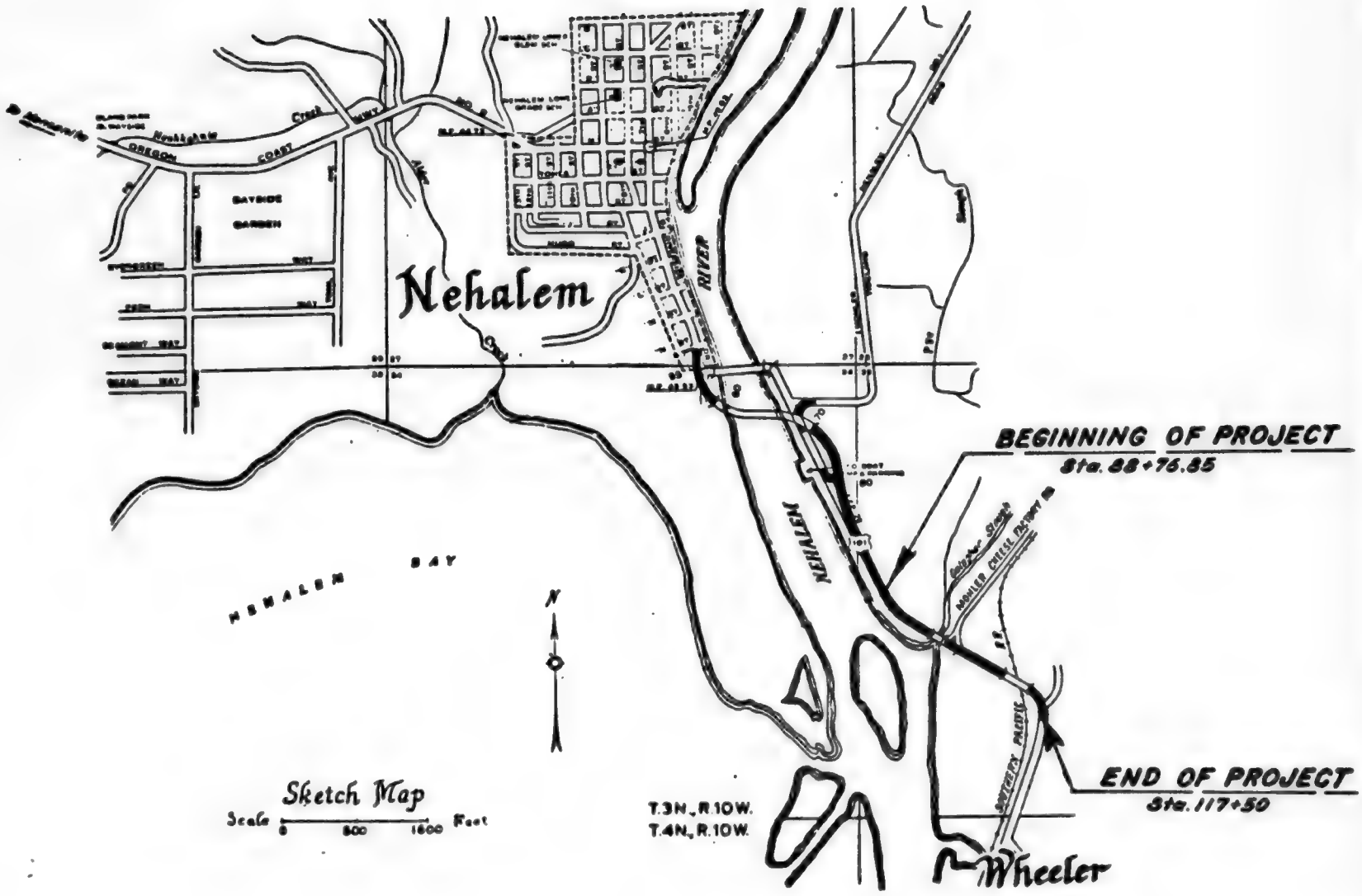


COUNTER BALANCE & SURCHARGE DETAIL
STA. 108+70 To STA. 111+38 Lt.

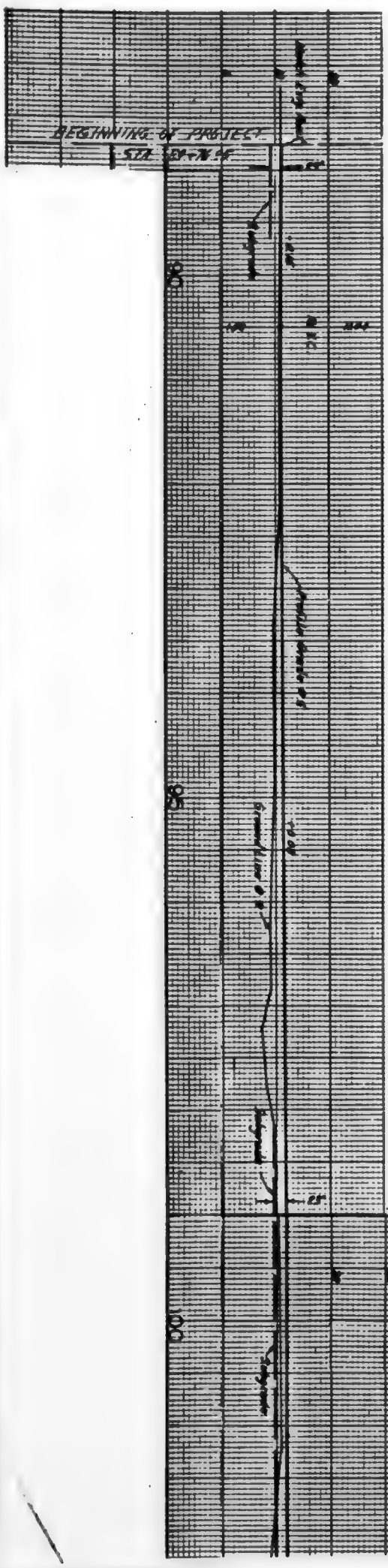


PROPOSED WHEELER O'XING SECTION
NEAR WHEELER, OREGON - TILLAMOOK CO.
APPLICATION BY: OREGON HIGHWAY DIVISION
JULY 1982 SHEET 2 OF 2





PROPOSED WHEELER O'XING SECTION
NEAR WHEELER, OREGON - TILLAMOOK CO.
APPLICATION BY: OREGON HIGHWAY DIVISION
JULY 1982 SHEET 1 OF 3



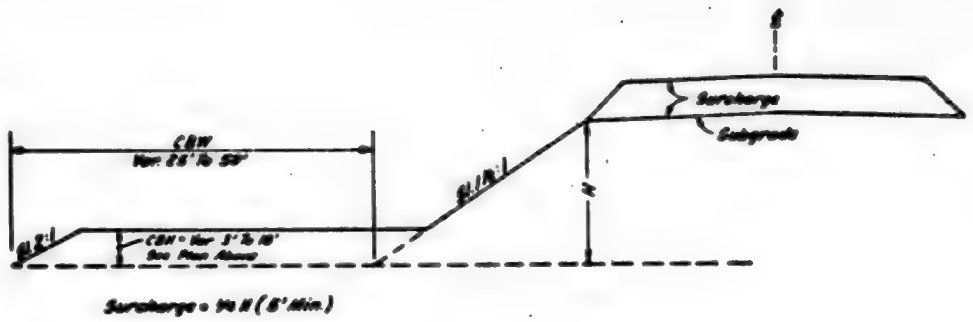
LOOSE RIPRAP INSTALLATION DETAIL
STA. 88+77 To STA. 93+00 Rt.

SELECTED EMBANKMENT DETAIL
STA. 88+77 To STA. 106+00 Lt.

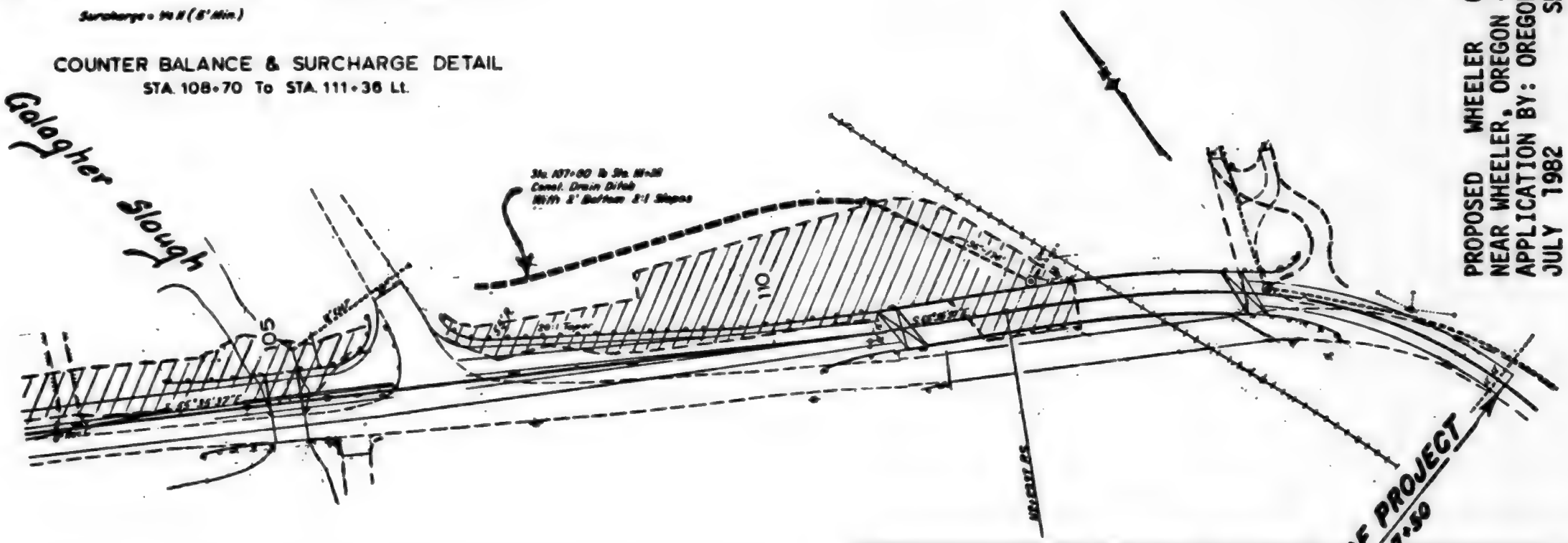
PROPOSED WHEELER O'XING SECTION
NEAR WHEELER, OREGON - TILLAMOOK CO.
APPLICATION BY: OREGON HIGHWAY DIVISION
JULY 1982 SHEET 2 OF 3

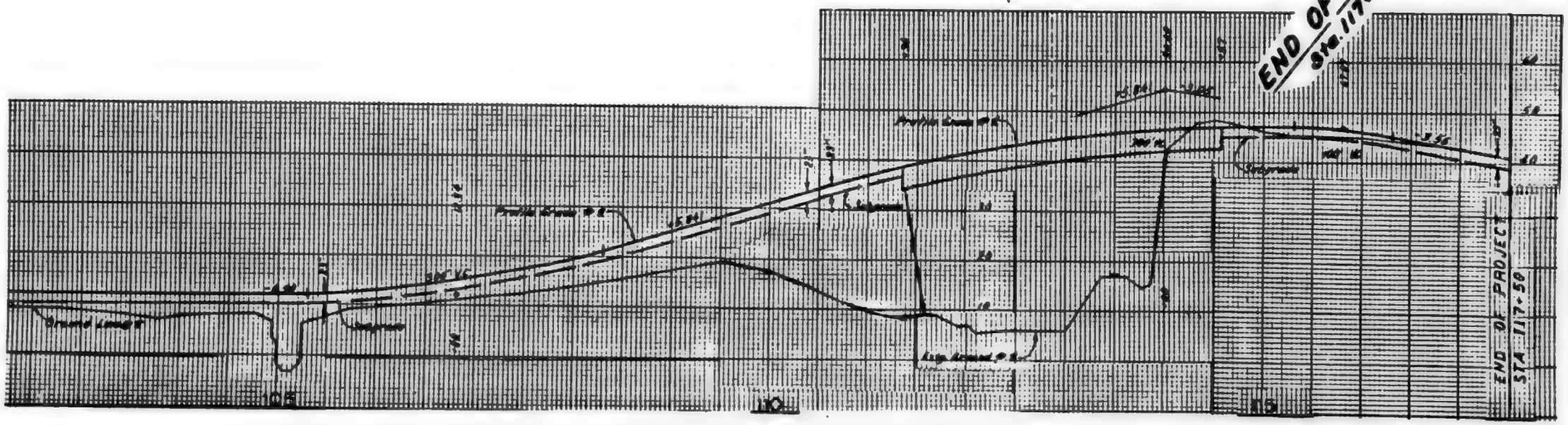
PROPOSED WHEELER O'XING SECTION
NEAR WHEELER, OREGON - TILLAMOOK CO.
APPLICATION BY: OREGON HIGHWAY DIVISION
JULY 1982 SHEET 3 OF 3

SEC. 35, T. 3N, R.10W. W.M.



COUNTER BALANCE & SURCHARGE DETAIL
STA. 108+70 To STA. 111+36 Lt.





VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 2, 1982

In Reply Refer to
File No.
INT 7

Burt Paynter, Chief
Regulatory Functions Branch
Portland District, Corps of Engineers
P. O. Box 2946
Portland, OR 97208

Enclosed is an application for a Department of the Army permit for the placement of material in wetlands and the lengthening or replacement of the structure over Gallagher Slough on the Oregon Coast Highway, Tillamook County, near Wheeler, Oregon. Drawings showing plan, elevations and typical sections for the proposed construction are enclosed.

The contract to do the construction on the section of highway described in the application may not be advertised or let until some time in the future; however, there will be some excess material on the Nehalem River Bridge project that we want to utilize in the embankments on this project. We anticipate that there will be approximately 12,000 cubic yards of material to use and that it can be placed between the northerly end of the project and Gallagher Slough. There could be more excess material than we think and some would have to go farther south than Gallagher Slough so we are covering the entire project with this application.

The existing structure at Gallagher Slough is a four-barrel concrete box culvert with a tide gate at the Nehalem River end. It has not been determined if the existing structure will be extended or removed and replaced with a bridge. Regardless of which is done, the tide gate will remain if the existing is extended and if a bridge is decided on, the tide gate will be replaced.

If you need further information, please contact Donald E. Keyes, Location Unit, 200 Transportation Buidling, Salem, OR 97310, telephone 378-6265.

Frank E. Terpin

NOTED
E. S. HUNTER

Frank E. Terpin, P.E., P.L.S.
Location Engineer

Attachments

cc E. S. Hunter w/attachments
W. J. Hart "
C. O. Fredrickson "
Donald Trout w/attachments
Donald Keyes "

Form 734-3122

JOINT APPLICATION FOR PERMIT

U.S. ARMY CORPS OF ENGINEERS
STATE OF OREGON, DIVISION OF STATE LANDS

WHEREAS Department of the Army permits for proposed work in or affecting navigable waters of the United States, the discharge of dredged or fill material into those waters, and the transport of dredged material for the purpose of dumping it into ocean waters are authorized by Section 10 of the River and Harbor Act of 1899, Section 404 of the Clean Water Act of 1977, and Section 103 of the Marine Protection Research and Sanctuaries Act of 1972, respectively, ---AND---permits for that part of those project activities which includes the removal or fill in the waterways of Oregon of rock, gravel, silt, and clay are authorized by the State of Oregon under O.R.S. 541.605 to 541.695---THIS APPLICATION WILL MEET THE REQUIREMENTS OF BOTH AGENCIES.

For Agency Use Only

Corps of Engineers #_____

Date received _____

For Agency Use Only

State of Oregon #_____

Date received _____

Name of Waterway: Gallagher Slough River Mile: -- Local Name: --

Section: 35 Township: 3N Range: 10W

Estimated Starting Date of Project: spring 1983 Estimated Completion Date of Project: summer 1985

NAME OF APPLICANT: Frank E. Terpin, Location Engineer

Address: 200 Transportation Building

City, State, Zip Code: Salem, OR 97310

Phone: Work Area (503) 378-6883 Home Area ( )

AUTHORIZED AGENT: Donald E. Keyes, Loc. Liaison Coordinator

Address: 200 Transportation Building

City, State, Zip Code: Salem, OR 97310

Phone: Work Area (503) 378-6265 Home Area ( )

PROJECT SUPERVISOR: _____ Phone: Work Area ( ) Home Area ( )

PROPERTY OWNER IF OTHER THAN APPLICANT: Oregon State Highway Division

Address: Transportation Building

City, State, Zip Code: Salem, OR 97310

Phone: Work Area ( ) Home Area ( )

PROJECT ADDRESS: near Wheeler, OR

City, County, State Zip Code: --

Assessor's Records-- Shown on Map #: -- Tax Lot #: --

Name of Subdivision: -- Lot: -- Block: --

In order to expedite the processing of this application, the following city and/or county department, which has local jurisdiction over the proposed project, has been contacted:

Name of Department: --

Address: --

Phone Number: --

APPROVALS OR CERTIFICATIONS applied for or already obtained from other agencies (Federal, interstate, state, county, city, area) for any of the proposed projects described in this application:

Issuing Agency	Type of Approval	Identification #	Date of Application	Date of Approval
--				

NPP Form 358
OCT 1980
141-31-04-80

Inclosure 1

Has any agency denied approval for the activity described herein or for any other activity directly related to it?
☐ Yes ☒ No If yes, please explain in Remarks.

ADJOINING PROPERTY ON THE WATERWAY: Give names, addresses, and phone numbers of owners and/or occupants.

See attached list.

PLEASE EXPLAIN IN DETAIL your plans to restore the area to its natural condition.

See attached "Wetland Analysis"

INFORMATION FOR FILL OR REMOVAL:

FILL WILL INVOLVE _____ cubic yards annually, and 51,530 cubic yards for the total project.

☒ Riprap ☒ Rock ☐ Gravel ☒ Sand ☒ Silt ☒ Clay ☐ Organic

REMOVAL WILL INVOLVE _____ cubic yards annually, and _____ cubic yards for the total project.

☐ Rock ☐ Gravel ☐ Sand ☐ Silt ☐ Clay

DESCRIBE IN DETAIL THE PROPOSED ACTIVITY---its primary purpose and secondary purpose, if any,---intended use (private, public, commercial)---type of structures and use---type of vessels using facility---facilities for handling wastes---type of conveyance and manner of extraction of any fill or removal---the quantity and composition of, and the source and disposal sites for any fill or removal. (If additional space is needed, use plain sheet of paper.)

See attached explanation.

Application is hereby made for a permit or permits to authorize the activities described herein. I certify that I am familiar with the information contained in this application, and that, to the best of my knowledge and belief, such information is true, complete, and accurate. I further certify that I possess the authority to undertake the proposed activities.

Frank E. Tempin
Signature of Applicant or Authorized Agent

18 USC 1001 provides in part: "Whoever, in any manner within the jurisdiction of any department . . . of the United States knowingly and willfully falsifies . . . a material fact or makes any false . . . statement or . . . uses any false . . . document . . . shall be fined not more than $10,000 or imprisoned not more than five years, or both."

ADJOINING PROPERTY

Crown Zellerbach Corporation
Registered Agents: William B. Freck
1500 SW First Avenue
Portland, OR 97201
Ph 503/221-7000

Henryson, David J. and Judith L.
P.O. Box 363
Wheeler, OR 97147
Ph 503/368-6319

Southern Pacific Transportation Company
Attn R. A. Engelbert
324 Union Station
Portland, OR 97209
Ph 503/228-8181

Patrick O. McCoy AND Dennis Pastega (Contract Purchasers)
Mohler, OR 97131 1o255 Fairview Road
Tillamook, OR 97141
Ph 503/368-5009 Ph 503/842-6208

Neahring, Donald W. and Delores Ann (Contract Purchaser)
33555 Highway 53
Nehalem, OR 97131
Ph 503/368-6286

Port of Nehalem
P.O. Box G
Manzanita, OR 97130
Ph 503/368-5401

DESCRIBED ACTIVITY

The project is to replace an obsolete and deteriorated railroad overcrossing. An improvement of the highway between the southerly end of the Nehalem River Bridge project and the overcrossing plus a left-turn refuge for the Necanicum Highway are included in the proposed project which will provide a safer highway for the traveling public. The embankment will encroach onto wetlands and the structure that carries Gallagher Slough under the highway will have to be lengthened or replaced. The tide gate at the structure will be left in-place or replaced depending on the treatment that is decided on. A copy of the wetland analysis, with the plan for mitigation of destroyed wetlands, is attached.

There will be approximately 730 cubic yards of riprap placed on the southwesterly slope of the roadbed at the northerly end of the project for a distance of approximately 425 feet to protect against erosion. This riprap will be an extension of the riprap slope protection placed on the Nehalem River Bridge project.

The total project involves approximately 61,300 cubic yards placed on approximately 2.3 acres of various types of wetlands as discussed in the wetland analysis.

A four-foot bottom ditch with 2:1 side slope will be constructed at the beginning of the project on the northeasterly side. The ditch involves approximately 650 cubic yards of excavation and is to be approximately 900 feet long. The ditch will create some wetlands to replace some that will be destroyed.

Attachment

Nov. 20, 19.

WETLAND ANALYSIS
WHEELER OVERCROSSING

Priscilla Harney and Bob Bard

Description of Wetlands

1. Size of Wetlands

There are 8.8 acres of wetland in the project area. The project area is defined as extending in one direction for the length of the proposed construction and in the other direction for 200 feet east and west of the existing alignment.

2. Location of Wetlands and Relationship to Proposed Project

The wetlands run parallel to the existing roadway and to proposed right-of-way lines. See attached wetlands map.

3. Wetlands Classification

Wetlands on this project fall under three system classifications: estuarine, palustrine and riverine. Palustrine and riverine classifications describe freshwater systems; these wetlands are located on the east side of the highway. All project area wetlands on the west side of the highway are estuarine. See Table I for specific project area wetland classifications (see map for symbols).

4. Relationship to Other Wetlands in Vicinity

There are large areas of wetland located in the project vicinity (see map). These wetlands are primarily estuarine. Estuarine wetlands dominate the area west of the Nehalem River but are confined to the river's edge on the east side of the Nehalem. Palustrine (freshwater) wetlands dominate the northeast corner of the project vicinity; the southeast corner is dominated by higher elevation uplands. There is surface hydrologic connection

TABLE I. Project Area Wetland Classifications

Map Symbol	Classification	Value	Size(acres)
E1	Estuarine Intertidal Emergent wetlands, persistent Regularly flooded Dominant species - Carex lyngbyei	High	1.0
E2	Estuarine Intertidal Emergent wetland, persistent Irregularly flooded Dominant species - Carex lyngbyei Cyperus eragrostis	High	1.6
P1	Palustrine Emergent wetland, persistent Saturated Diked Dominant species - Juncus effusus	Low	0.5
P2	Palustrine Emergent wetland, persistent Seasonally flooded Dominant species - Carex obnupta Potentilla sp. Agrostis alba Mimulus guttatus	High	3.2
P3	Palustrine Scrub-shrub wetland Broad-leaved deciduous Seasonally flooded Dominant species - Alnus rubra Lonicera involucrata	High	0.3
P4	Palustrine Emergent wetland, persistent Saturated Dominant Species - Agrostis alba Phalaris sp.	Medium- Low	1.9
R1	Riverine Lower perennial Unconsolidated bottom Mud Permanently flooded	High- (0.2 ac) Medium (0.1 ac)	0.3
		TOTAL	8.8

between all wetlands in the project vicinity. Portions of the Nehalem River bank are diked. However, wetlands behind the dikes are not completely cut off from other wetlands in the area, since the dikes do not completely enclose any one area.

Wetlands Affected

1. Amount of Wetlands Affected by Project

Fresh water wetlands will be filled in along most of the project's length east of the existing U.S. 101 road fill. Estuarine wetlands running along the west side of U.S. 101 will be avoided entirely. Of the freshwater wetlands to be affected (filled), those classified as P2, P3 and R1 (Gallagher Slough) in Table I are considered most valuable. Tide gates keep salinities in Gallagher Slough and surrounding wetlands low. These wetlands provide valuable freshwater habitat for waterfowl and other species of fish and wildlife, and are important flood storage areas. The area of high quality wetland which will be filled totals 0.7 acre.

Wetlands classified as P4 (a diked wet meadow), P1 (wet meadow) and R1 (a small ditch running through P1) are less valuable as either wildlife habitat or as flood storage areas. The area of lower quality wetlands to be taken totals 1.6 acres.

2. Relationships of Area Affected to Total Wetlands Area

The area affected will total 2.3 acres, of which 0.7 acre is considered high quality wetland habitat. This represents 26% of total wetlands in the project area (8.8 acres) and 11% of high quality wetlands in the project area (6.3 acres). As can be seen from the attached map, large areas of wetland are present in the project vicinity (approximately 448 acres), especially estuarine wetlands (293 acres). However, high quality P2 and P3 freshwater

palustrine wetlands are uncommon here, and are not present elsewhere in the project vicinity.

3. Probable Adverse Effects on Remaining Wetlands

Probable adverse effects on adjacent wetlands include increased turbidity and sedimentation during construction, erosion from cut/fill slopes after construction, loss of flood storage, and reduction of freshwater fish and wildlife habitat.

Alternatives Considered

1. Do Nothing

Since this is considered a safety project, Do-Nothing is not considered a viable alternative. This section of highway must be made safer for both drivers and pedestrians.

2. Alternative to This Wetlands

No alternative would completely miss wetlands except Do-Nothing.

3. Alternative to Do Least Harm to Wetlands

The alternative selected has been developed to do least harm to wetlands within constraints dictated by design requirements and project specifications. The selected alignment has been located very close to the existing alignment in order to minimize fill into adjacent wetlands. Fill slopes on the west side of the highway have been restricted so that they do not extend any further into the estuary than do existing fill slopes. Fill slopes on the east side of the proposed highway alignment have been made as steep as design requirements will allow to minimize encroachment into freshwater wetland areas. However, in some areas the proposed fill slope angles are 3:1 or 4:1. In these cases, steeper slopes can be used, if guardrails are constructed. This would reduce the wetland impacts somewhat.

Mitigation

1. Areas of low-grade pasture or meadow wetland will be excavated to form drainageways and replacement high-quality wetlands. These areas, totaling 0.7 acre, lie between the toe of the fill and the proposed right-of-way line. With the provision of hydrologic connections to adjacent high-quality wetlands, these areas can mitigate the project's impact on 0.7 acre of wetlands near Gallagher Slough. Suitable plant species will be planted, including willow, bulrush, common rush, and cattail.

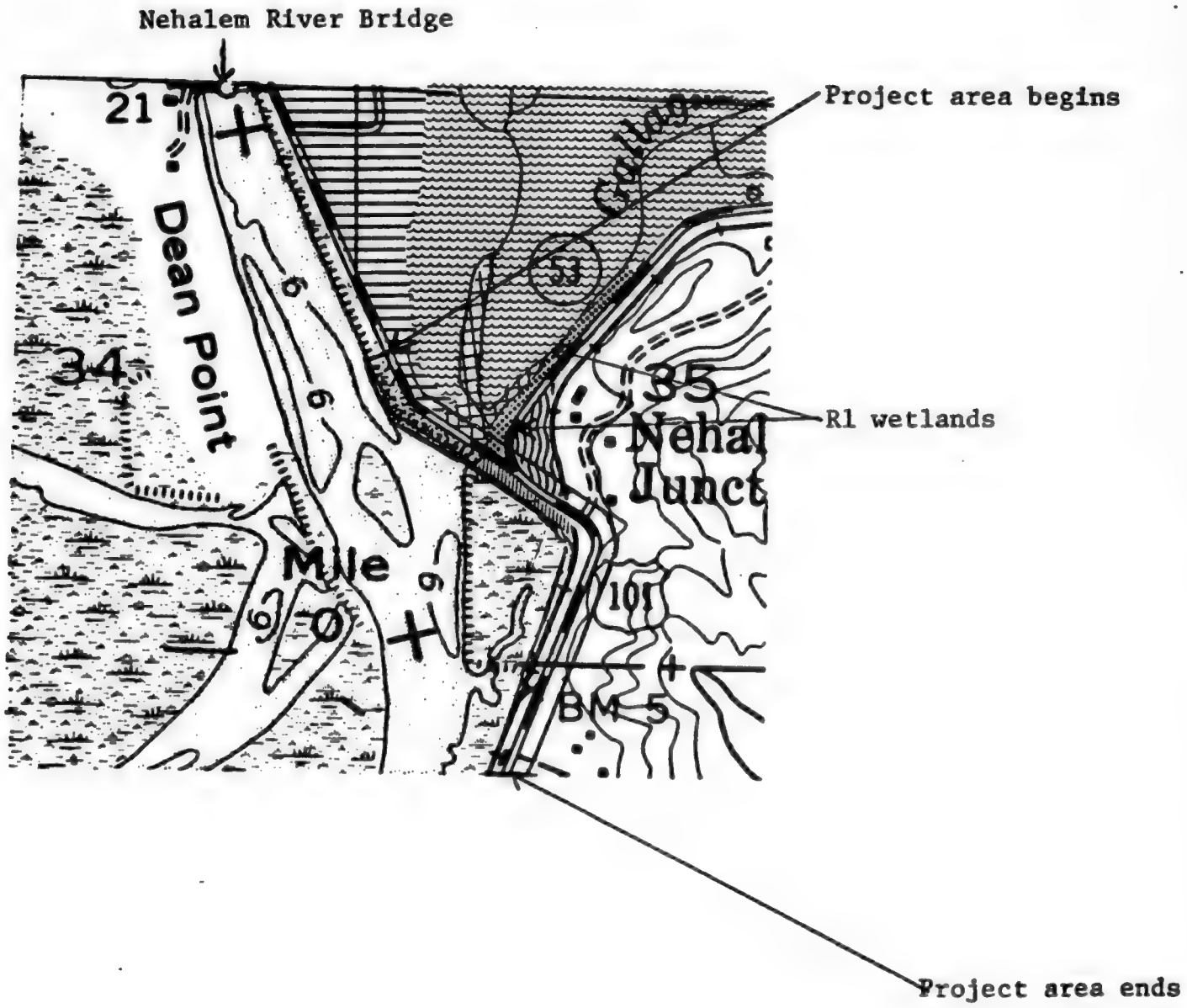
2. An additional 0.5 acre of medium to high value wetlands will be created on the lower parts of new fill slopes. These areas, extending up to 6 feet above sea level, are suitable for planting and seeding of willow, bush honeysuckle, cottonwood, and reed canary grass. In some areas, the proposed fill will extend into wetter areas where cattails and bulrushes can thrive. The shrubs and tall forbs will provide a more valuable habitat for wildlife than the pasture land affected by the project. Thus, the 0.5 acre of new wetlands on fill slopes may be the equivalent of one or more acres of low-grade wetlands eliminated by construction. Assuming that the overall value of the new wetlands is 2.5 times as high as the existing grazed meadow, then the equivalent is 1.25 acres, leaving 0.35 acre of unmitigated wetlands impact area.

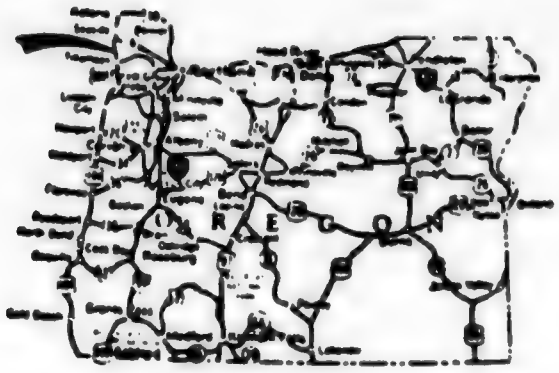
3. Any additional wetland mitigation needed will be made by either steepening the fill slopes, or expanding the right-of-way width.

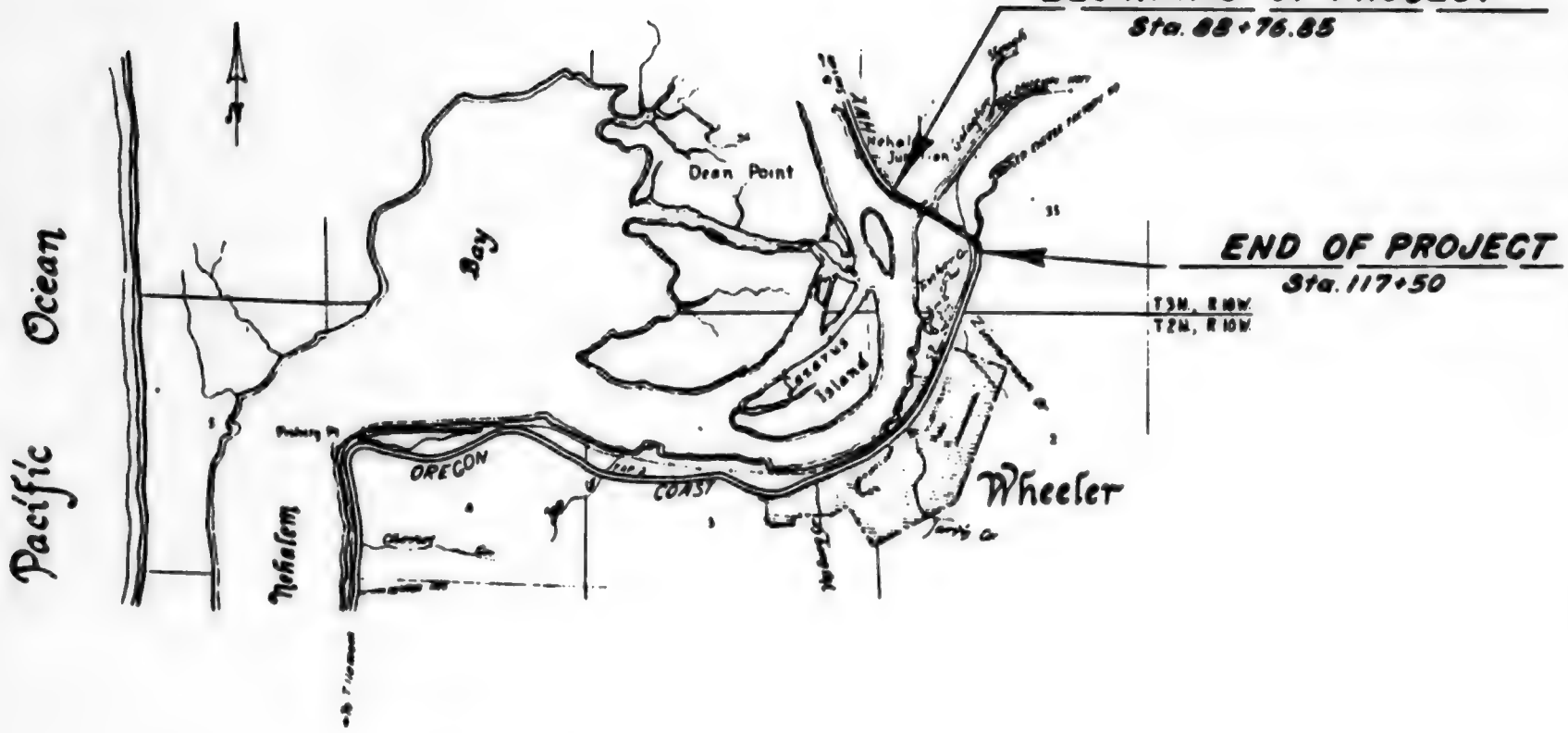
Map 1. Wetlands in project vicinity and project area.

Estuarine wetlands
E1 wetlands
E2 wetlands
P1 wetlands
P2 wetlands
Palustrine wetlands
P3 wetlands
P4 wetlands
R1 wetlands

Scale: 1" = 1713'





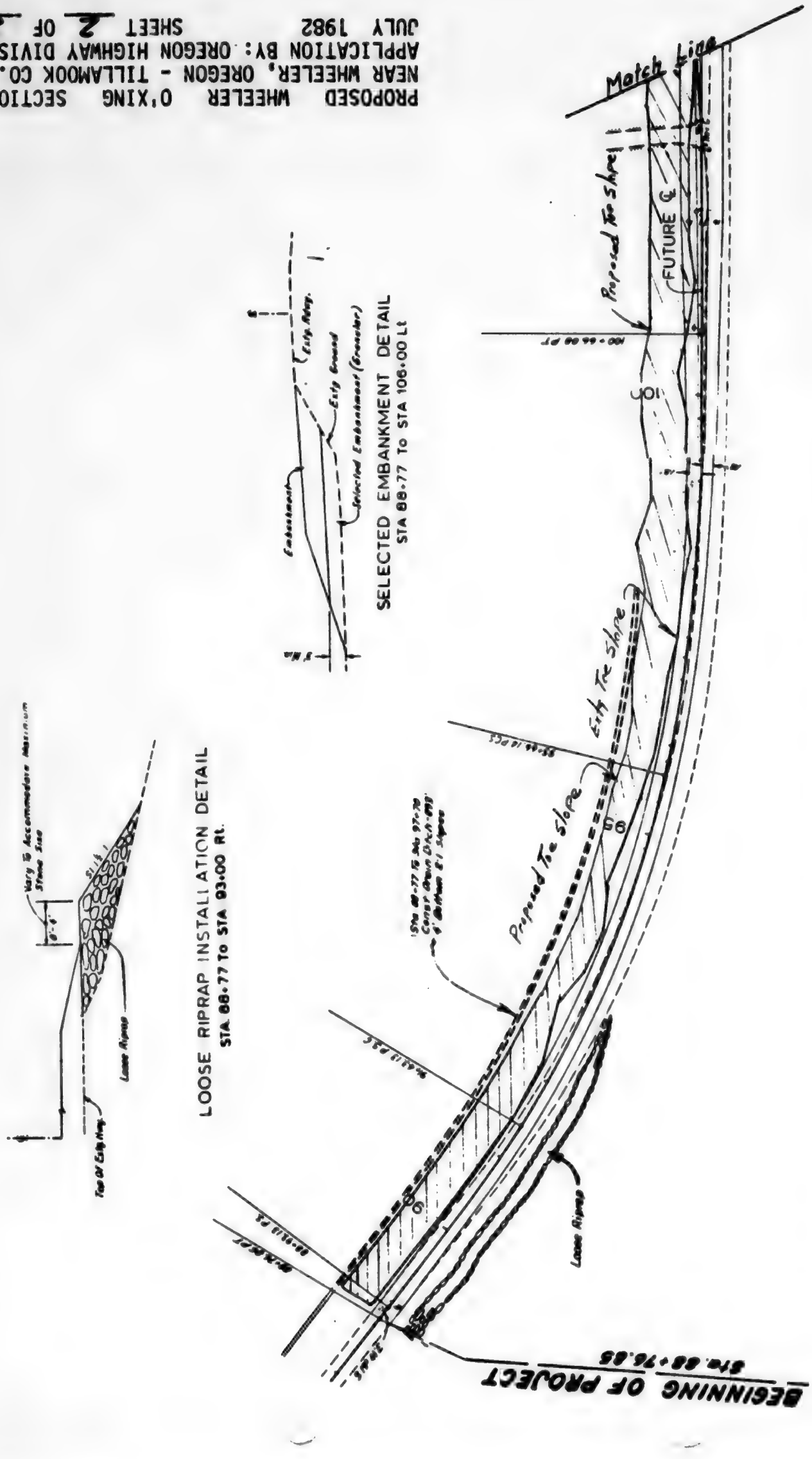


Sketch Map

Scale: 0 — ¼ — ½ Mile

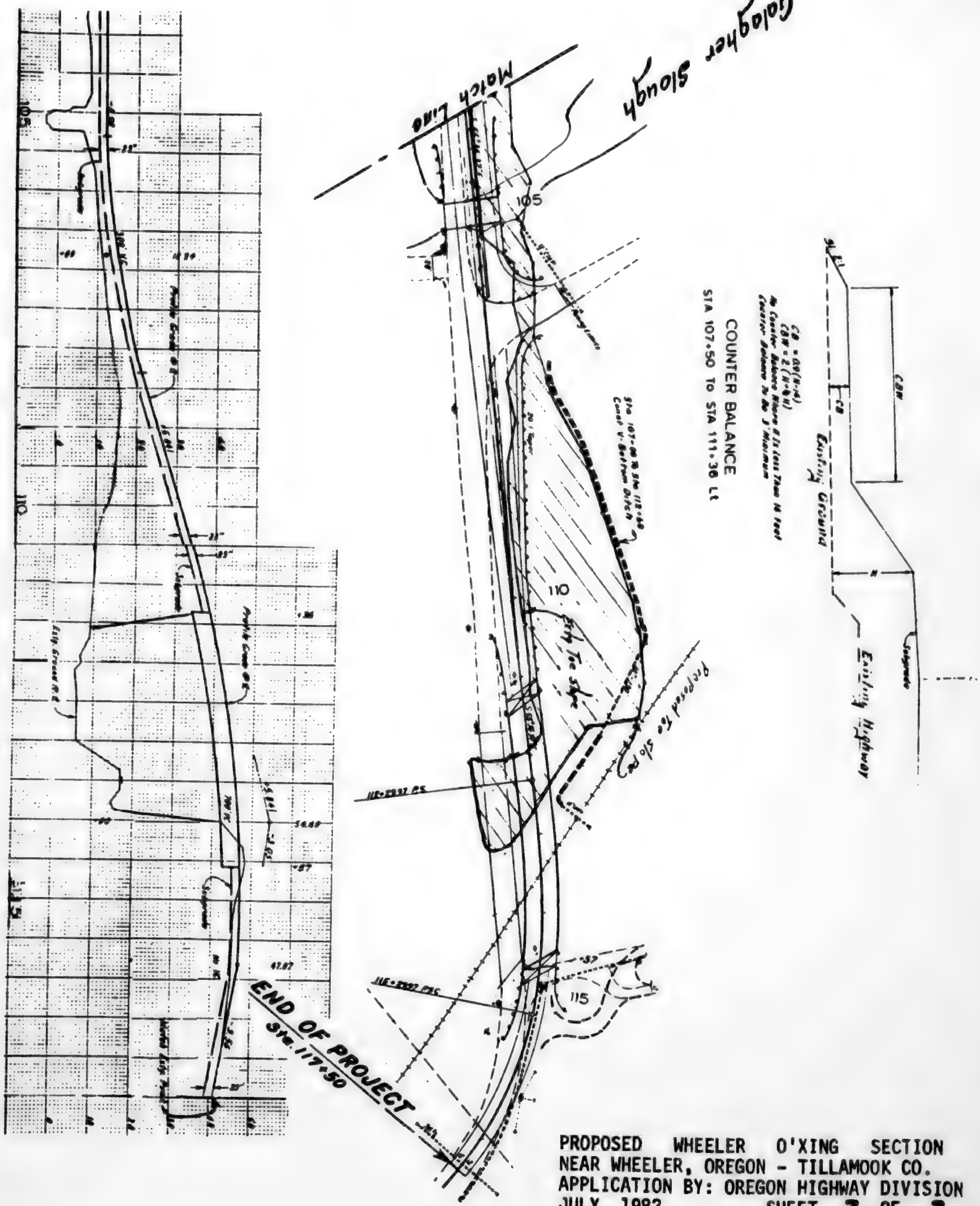
PROPOSED WHEELER O'XING SECTION
NEAR WHEELER, OREGON - TILLAMOOK CO.
APPLICATION BY: OREGON HIGHWAY DIVISION
JULY 1982 SHEET 1 OF 3

PROPOSED WHEELER O'XING SECTION
NEAR WHEELER, OREGON - TILLAMOOK CO.
APPLICATION BY: OREGON HIGHWAY DIVISION
JULY 1982 SHEET 2 OF 3



LOOSE RIPRAP INSTALLATION DETAIL
STA. 88+77 to STA 93+00 Rt.

SELECTED EMBANKMENT DETAIL
STA 88+77 to STA 106+00 Lt



PROPOSED WHEELER O'XING SECTION
NEAR WHEELER, OREGON - TILLAMOOK CO.
APPLICATION BY: OREGON HIGHWAY DIVISION
JULY 1982 SHEET 3 OF 3

97DL

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: F-2-5(7)
2. STATE PROJECT NO.: See below
3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.:
5. ITEM NO.: 20124
2A. COUNTY NAME: Tillamook
6. TO:
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon
7. DATE AUTHORIZATION EFFECTIVE: 7/27/82
8. FEDERAL ROUTE NUMBER: Primary 2
9. STATE ROUTE NUMBER: Primary 9
10. GENERAL LOCATION: Nehalem River - Wheeler ( ) Section
11. GENERAL DESCRIPTION OF WORK: Correction of authorization
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [XX] ACQUISITION OF RIGHT-OF-WAY
See below
- [ ] CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

My PR-1240 dated 7/27/82 authorizing all phases of R/W acquisition for files 52184 through 52187 as shown on R/W map 9B-18-3 is corrected to include files 52355 and 52709.

RECEIVED
STATE HWY ENGR
AUG 6 '82
REFER TO
Moebius
FOR
Info | Inves | R/D | D R | Sign | Act | File

8-6-82

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
8/2/82	G K Hessmer	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

7-27-82

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-2-5(7)		
2. STATE PROJECT NO. See below		
3. FROM Dale E. Wilken, Division Administrator FHWA - Oregon Division	4. PROGRAM NO.	2A. COUNTY NAME Tillamook
	5. ITEM NO. 20124	

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
7/27/82	Primary 2	Primary 9

10. GENERAL LOCATION:

Nehalem River - Wheeler O'Xing Section

11. GENERAL DESCRIPTION OF WORK

Right of Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [XX] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's letter of 7/15/82 you are now authorized to proceed with all phases of Right of Way acquisition for files 52184 through 52187 as shown on R/W map 9B-18-3 at a TEC of $36,000 Federal Funds $31,744.

Federal participation is limited to that Right of Way actually incorporated in the final location of the subject project.

RECEIVED
STATE HWY ENGR
JUL 30 '82
REFER TO
FOR
Info | Inves | R/D | D R | Design | Act | File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
7/27/82		for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

1706

5

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project F-2-5(7)
Wheeler Overcrossing Oregon Coast Hiway

Date: July 19, 1982

From: Division Administrator

Reply to Attn. of: HPD.1-OR/

To: Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division

Attn: Mr. Gary Potter, Environmental Manager

The wetland analysis and mitigation plan for the subject project has been reviewed and is acceptable to this office. On February 20, 1980 we concurred in a categorical exclusion classification of this project subject to re-analysis after the impacts on the wetlands were determined.

We now concur that this project is properly classified as a categorical exclusion.

Richard R. Emerel
for Dale E. Wilken

RECEIVED
JUL 22 1982
Environmental Section

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
JUL 20 '82
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
TECHNICAL SERVICES
JUL 21 '82
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File
X

9706

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.
PRO 6-2

Date: July 15, 1982

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: D.E. Swan, P.E.
Program Control Engineer

Subject: Project Data Submission
Item No. 20124
Project No. F-2-5(7)
Nehalem Riv.-Wheeler O'Xing Sec.
Tillamook County

Enclosed is data consisting of PR-1 forms, sketch maps and right-of-way maps 9B-18-3 & 9B-19-11 for the subject project.

I request the following:

> Authorization to proceed with right-of-way acquisition all phases at an estimated total cost of $36,000 with an obligation of $31,744 in Federal funds. The right-of-way to be acquired is as outlined in red on the enclosed right-of-way map and does not involve relocation assistance.

A copy of the State Clearinghouse A-95 review conclusions has been previously forwarded.

CL:bkc
Enc.

cc: J. Boyd
F. Lowe
General Files

Form 734-3122

June 21, 1982

Shannon & Wilson, Inc.
2255 S.W. Canyon Road
Portland, OR 97201

AGR 4

MISC. CONTRACTS and
AGREEMENTS No. 2215

Gentlemen or Ladies:

Attached for your files is a fully executed copy of a Professional Services Contract for triaxial shear tests on the Wheeler Overcrossing Project.

We are retaining a fully executed copy of this contract for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc
Attachment

BC Fred Yarbrough - Location Section

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
ENV 3

May 11, 1982

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, NE
Salem, OR 97301

RE: Nehalem River - Wheeler Overcrossing
Oregon Coast Highway
Tillamook County

Dear Mr. Wilken:

In February, 1980, you approved a Categorical Exclusion on the subject project, with the stipulation that a review of the wetlands be conducted. The determination of impacts on wetlands has now been made, and that analysis is forwarded for your review.

Based on the conclusions in the report and the mitigation proposed in the design, I can now conclude that the project is properly classed as a Categorical Exclusion.

Your concurrence is requested.

Very truly yours,

Gary A. Potter, Manager
Environmental Section

GAP:1b

Attachment

bc: E. S. Hunter
J. H. Versteeg w/attach
D. H. Moehring
C. O. Fredrickson

RECEIVED
TECHNICAL SERVICES
MAY 13 '82
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Appl | File

Form 734-3122

ROW 18-2

January 29, 1982

Mr. R. A. Engelbert
Southern Pacific Transportation Co.
324 Union Station
Portland, OR 97209

ATTN: LeRoy Hummel:

Permit of Entry
Wheeler Overcrossing Section
Oregon Coast Highway
Tillamook County
Crossing No. FD-832.30-A
ODOT Agreement RR-1093

RAILROAD COMPANIES
FILE No. 16-13

We have received from your San Francisco office a Permit of Entry that we requested to allow us to do some drilling for exploration purposes within railroad right of way at the subject location. The Permit of Entry has been agreed to and accepted by the State Highway Division.

We made, and initialed, a change in the third paragraph on the first page. The paragraph in its initial form required all work to be performed by State of California forces rather than State of Oregon forces.

We appreciate the cooperation we have received from the Southern Pacific Transportation Co. on this matter.

Cordially,

Roger D. Trygstad, PE
Railroad & Utility Engineer

RDT/llr
bc: Robert Gormsen - w/copy (top original)
C. O. Fredrickson - w/copy
William Fretwell - w/copy

Pd w/copy
1-24-82
E. L. K

7706 Water Quality 9-81

WETLAND ANALYSIS
WHEELER OVERCROSSING

Priscilla Harney and Bob Bard

Description of Wetlands

1. Size of Wetlands

There are 8.8 acres of wetland in the immediate project area, which is defined as a 200-foot wide strip centered on the proposed alignment.

2. Location of Wetlands and Relationship to Proposed Project

The wetlands are adjacent to and east of the existing roadway. See attached wetlands map.

3. Wetlands Classification

Wetlands on this project fall under three system classifications: estuarine, palustrine and riverine. Palustrine and riverine classifications are freshwater systems and examples are located on the east side of the highway. All wetlands on the west side of the highway are estuarine. See Table I for specific project area wetland classifications.

4. Relationship to Other Wetlands in Vicinity

There are large areas of estuarine wetland located in the vicinity of the Nehalem estuary. Estuarine wetlands that dominate the area west of the Nehalem River are confined to the river's edge on the east side of the Nehalem. Palustrine (freshwater) wetlands dominate the northeast corner of the project vicinity and the southeast corner is dominated by higher elevation uplands. There is surface hydrologic connection between all wetlands in the project vicinity. Portions of the Nehalem River bank are diked, however, wetlands are not completed cut off from other wetlands in the area since the dikes do not completely enclose them.

TABLE I. Project Area Wetland Classifications

Map Symbol	Classification	Value	Size(acres)
E1	Estuarine Intertidal Emergent wetlands, persistent Regularly flooded Dominant species - Carex lyngbyei	High	1.0
E2	Estuarine Intertidal Emergent wetland, persistent Irregularly flooded Dominant species - Carex lyngbyei Cyperus eragrostis	High	1.6
P1	Palustrine Emergent wetland, persistent Saturated Diked Dominant species - Juncus effusus	Low	0.5
P2	Palustrine Emergent wetland, persistent Seasonally flooded Dominant species - Carex obnupta Potentilla sp. Agrostis alba Mimulus guttatus	High	3.2
P3	Palustrine Scrub-shrub wetland Broad-leaved deciduous Seasonally flooded Dominant species - Alnus rubra Lonicera involucrata	High	0.3
P4	Palustrine Emergent wetland, persistent Saturated Dominant Species - Agrostis alba Phalaris sp.	Medium- Low	1.9
R1	Riverine Lower perennial Unconsolidated bottom Mud Permanently flooded	High- (0.2 ac) Medium (0.1 ac)	0.3
		TOTAL	8.8

Wetlands Affected

1. Amount of Wetlands Affected by Project

Fresh water wetlands will be filled in along most of the length of the project on the east side of the highway fill, in a strip 40 to 80 feet wide. Estuarine wetlands running along the west side of U.S. 101 will be avoided. Of the freshwater wetlands to be affected (filled), those classified as P2, P3 and R1 (Gallagher Slough) in Table I are considered most valuable. Because tide gates keep salinities in Gallagher Slough and surrounding wetlands low, these wetlands provide valuable freshwater habitat for waterfowl and other species of fish and wildlife, and serve as flood storage areas. The area of high quality wetland which will be filled totals 0.7 acre.

Wetlands classified as P4 (a diked wet meadow), P1 (wet meadow) and R1 (a small ditch running through P1) are less valuable as either wildlife habitat or as flood storage areas. The area of lower quality wetlands to be taken totals 1.6 acres.

2. Relationships of Area Affected to Total Wetlands Area

The total wetland area affected is 2.3 acres, of which 0.7 acre is considered high quality wetland habitat. This represents 26% of total wetlands in the project area (8.8 acres) and 11% of high quality wetlands in the project area (6.3 acres). There are large areas of wetlands present in the overall region (approximately 448 acres), especially estuarine wetlands (293 acres). However, high quality freshwater palustrine wetlands are uncommon here, and are not present elsewhere in the project vicinity.

3. Probable Adverse Effects on Remaining Wetlands

Probable adverse effects on adjacent wetlands include increase turbidity and sedimentation during construction, erosion from cut/fill slopes

after construction, loss of flood storage, and reduction of freshwater fish and wildlife habitat.

Alternatives Considered

1. Do Nothing

Since this is a safety project, Do-Nothing is not considered a viable alternative. This section of highway must be made safer for automobile, pedestrian, and bicycle traffic.

2. Alternative to Avoid Wetlands

No alternative would completely miss wetlands except Do-Nothing.

3. Alternative to Do Least Harm to Wetlands

The alternative selected has been developed to do least harm to wetlands within constraints dictated by design requirements and project specifications. The selected alignment has been located very close to the existing alignment in order to minimize fill into adjacent wetlands. Fill slopes on the west side of the highway have been restricted so that there is no extension into the estuary. Fill slopes on the east side of the proposed highway alignment have been steepened to minimize encroachment into freshwater wetland areas.

Mitigation

1. Areas of low-grade pasture or meadow wetland will be excavated to form drainageways and replacement high-quality wetlands. These areas, totaling 0.7 acre, lie between the toe of the fill and the proposed right-of-way line. With the provision of hydrologic connections to adjacent high-quality wetlands, these areas can mitigate the impact of the project on 0.7 acre of wetlands near Gallagher Slough. Suitable plant species will be planted, including willow, bulrush, common rush, and cattail.

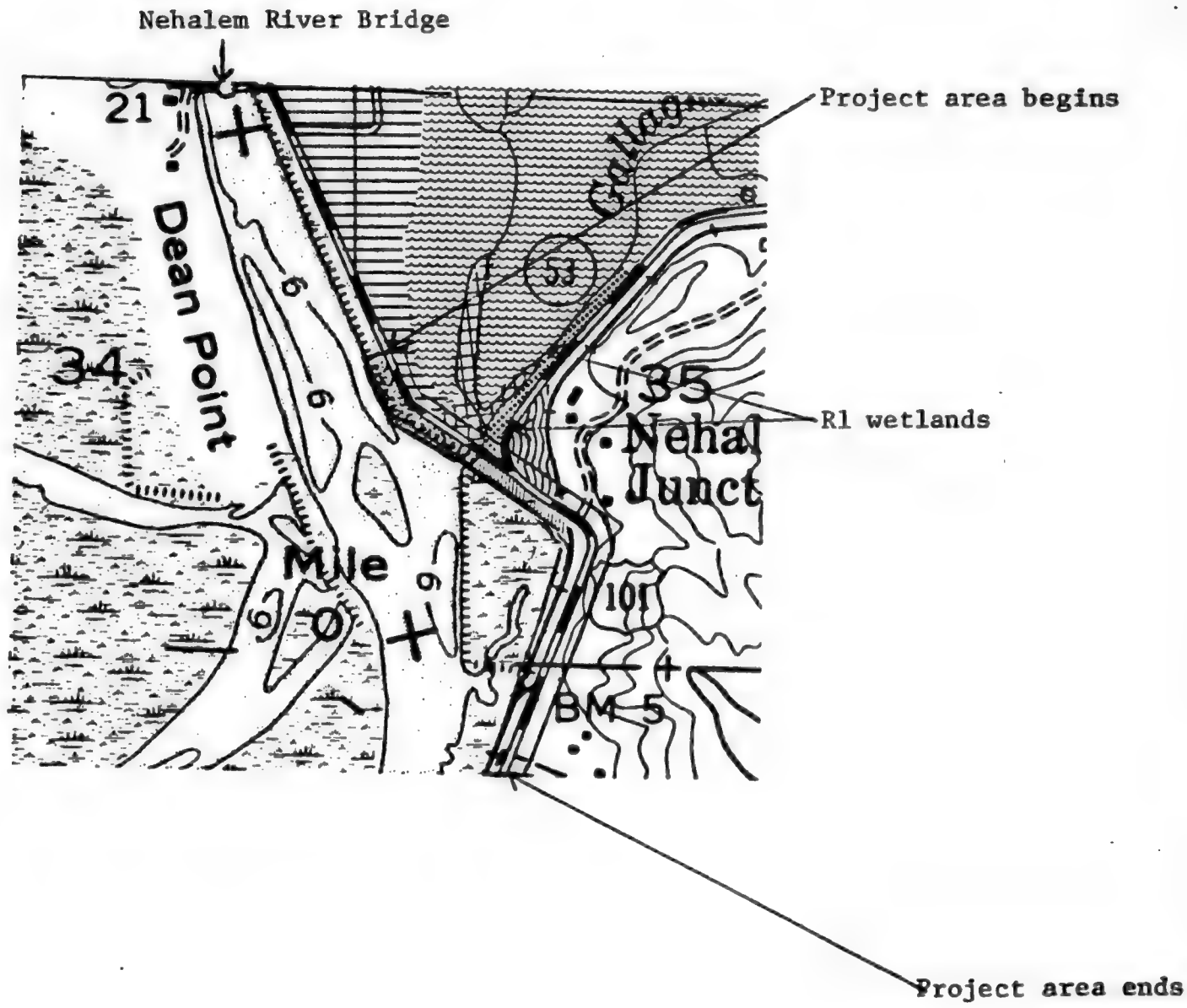
2. An additional 0.5 acre of medium to high value wetlands will be created on the lower parts of new fill slopes. These areas, extending up to 6 feet above sea level, are suitable for planting and seeding of willow, bush honeysuckle, cottonwood, and reed canary grass. In some areas, the proposed fill will extend into wetter areas where cattails and bulrushes can thrive. The shrubs and tall forbs will provide a more valuable habitat for wildlife than the pasture land affected by the project. Thus, the 0.5 acre of new wetlands on fill slopes is the equivalent of more than one acre of low-grade wetlands eliminated by construction. It is assumed that the overall value of the new wetlands is 2.5 times as high as the existing grazed meadow, an equivalent of 1.25 acres, leaving 0.35 acre of wetlands impacts that are not mitigated by replacement.

3. Additional wetland mitigation will be investigated. Possible methods of mitigation include steepening fill slopes, expanding the right-of-way width, and/or replacement in other areas. For example, slopes of 4:1 or 3:1 have been proposed in some areas. These might be steepened, although guardrails would then be necessary.

Map 1. Wetlands in project vicinity and project area.

Estuarine wetlands
E1 wetlands
E2 wetlands
P1 wetlands
P2 wetlands
Palustrine wetlands
P3 wetlands
P4 wetlands
R1 wetlands

Scale: 1" = 1713'



Coordination with Other Agencies

On March 26, 1980, Oregon Highway Division (OHD) staff members visited the project with a biologist from Oregon Department of Fish and Wildlife (ODFW). As a result, ODFW wrote a letter approving the project, with the following provisions: the project is consistent with statewide (LCDC) planning goals, project design minimizes impacts on fish and wildlife, and necessary mitigation plans are developed. These recommendations have been met. A potential conflict with LCDC goal 5 has been solved by a mitigation proposal for replacement wetlands, and wetland fill has been reduced to a minimum. During a July 1, 1982 phone call to ODFW, wetland impacts and proposed mitigation were summarized. On this basis, the biologist familiar with the project gave tentative approval. A copy of the wetland analysis has been sent to ODFW for additional information.

9706

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
ENV 3

TO: J. H. Versteeg
Road Design Engineer

DATE: September 2, 1981

FROM: Gary A. Potter, Manager
Environmental Section

SUBJECT: Wetlands Analysis
Wheeler O'Xing
Oregon Coast Highway
Tillamook County

Today we met to discuss the information needed for a wetlands analysis on the subject project. We have asked the FHWA for concurrence that the project is a Categorical Exclusion, and they have done so provided that a wetlands analysis is conducted so that the classification can be re-examined. I am now trying to accomplish that analysis.

As we discussed at our meeting today, several alternatives will need to be explored to deal with possible wetland mitigation or replacement. They can be lumped in several general categories:

1. Mitigation - reducing roadbed width, steepening fill slopes, reducing counterbalance size, altering location or grade or other design features to minimize encroachment into wetlands.

2. Replacement - creation of new wetlands or expanding existing wetlands by excavation adjacent to the project, removing fills, or other techniques that will create wetlands to replace those that are filled.

3. -- replacement of wetlands in some other area on another project.

4. -- purchase of fee or easement interest in wetlands in the project area to guarantee future preservation of existing wetlands.

We should strive to accomplish everything under items 1 and 2 that we can, and avoid schemes under items 3 and 4, if possible. The total wetlands mitigation/replacement scheme can well be a varied combination of things that fall under groups 1 and 2.

We will also need to verify the acreages of wetlands impacted by the project. Priscilla Harney will work with you to do this.

GAP:1b

cc: Pieter Dykman
George Wills

REFERRED TO
Board Steudanmeyer
Erikson Hahn
Hagar Dorn Leu
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER
File a Copy

Verstoeg ✓
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
SEP - 3 1981
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring
Action

Contains Recycled Materials
81-125-1387

SP*75683-125

9

ROAD DESIGN SECTION 378-6558

ROW 3-1

J. B. Boyd, Manager
Right of Way Section

September 2, 1981

J. H. Versteeg
Road Design Engineer

File 52185
Wheeler Overcrossing Section
Oregon Coast Highway
Tillamook County

Attached is a description (1 file) and an authorization covering additional right of way required for the subject project, scheduled for fiscal third quarter of 1982.

By: ORIGINAL SIGNED BY
W. H. WAKERLIG

W. H. Wakerlig
R/W Descriptions Engineer

WHW:rlr
Attachments

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

July 28, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 10183
Project No. F-2-5(7)
Nehalem Riv.-Wheeler O'xing Sec.
Tillamook County

Enclosed is data consisting of PR-1 forms, sketch maps and right of way map 9B-18- 3 for the subject project.

I request the following:

Authorization to proceed with right of way acquisition all phases at an estimated total cost of $33,000 with an obligation of $29,099 in federal funds. The right of way to be acquired is as outlined in red on the enclosed right of way map and does not involve relocation assistance.

A copy of the State Clearinghouse A-95 review conclusions has been previously forwarded.

This project is expected to be funded from the 20% of the FY '81 limitation withheld from distribution until after August 1.

CL:bkc
Enc.

cc: J. Boyd
F. Lowe
General Files

Form 734-3122

9

DEPARTMENT OF TRANSPORTATION
ROAD DESIGN SECTION 378-6558

J. B. Boyd, Manager
Right of Way Section

July 24, 1981

J. H. Versteeg
Road Design Engineer

Files 52184, 52186 & 52187
Wheeler Overcrossing Section
Oregon Coast Highway
Tillamook County

Attached are descriptions (3 files), an authorization and right of way prints covering right of way required for the subject project, scheduled for fiscal third quarter of 1982.

It is my understanding that material excavated from File 52187 is required for the Nehalem River Bridge project.

Additional Parcels 1 and 2 of File 50765 and Parcels 1 and 3 of File 50766 are required for Nehalem River Bridge project. Parcel 3 of File 50765 and Parcel 2 of 50766 are required for the Wheeler Overcrossing project. These files were forwarded to your office on July 21, 1981 with a revision request.

By:

W. H. Wakerlig
R/W Descriptions Engineer

WHW:rir
Attachments

STATE OF OREGON

INTEROFFICE MEMO

TO: F I L E

DATE: May 21, 1981

FROM: George C. Wills
Location Field Engineer

SUBJECT: Wheeler O'Xing
Oregon Coast Highway
Tillamook County

RECEIVED
MAY 28 1981
ROAD DESIGN SECTION

Versteeg ✓ Anderson ___ Christensen ___ Olson ___ Sullivan ___ Terpin ___ Trout ___ Wakerlig ___
Do Not File ☐ Return To ___ Bring ___ Action ___

The location estimate breaks down as follows:

Grade and Drain	($210,000 + 25,000)	+ 20%	=	$ 280,000
Base and Pave	($180,000 + 25,000)	+ 20%	=	250,000
Structure	($750,000 + 110,000)	+ 20%	=	1,000,000
			TOTAL	$1,530,000

Note: The quantity in ( ) indicates pro rata added for mobilization, temperature protection and direction of traffic, etc.

Costs for construction of a new bridge in the same location will not substantially reduce the cost of the project. The structure cost is fixed at $1,000,000 and major amounts of grade and drain, $280,000, and base and pave, $250,000, would still be required. The possible reduction in cost would be partially offset by traffic signals and traffic delays due to the necessity for one-way operation during stage construction. The ADT on this segment of highway is about 3,800 vehicles.

Substantial reduction in cost can be accomplished through reduction of standards. The design speed for this project is 45 m.p.h. By compromising the bike lane, travel lanes and shoulder widths, a general reduction in all items of about 25% could be expected. Speculatively, the construction cost might be reduced to a figure in the $1,100,000 range.

Difficulties could be expected in programming such a project with FHWA since cost effectiveness over the life of the new structure (50 years) would require some contemporary analysis methods.

GCW:ge
Attachments

Contains Recycled Materials
81-125-1387

SP*75683-125

U.S.D.O.T. FED. AID PROJECT

F 9-1475-901 SUMMARY—BID SCHEDULE—COST ESTIMATE

Sheet 1 of 2

Date JULY 1980

SPRR OXING NEAR WHEELER

County Tillamook

Work Grading, Paving & Structures Length 0.35 mi Name

Pretim Pp. - - 7-9-80

	Item	Spec	Unit	Quant.	Unit Cost	Total
1	FURNISH FIELD LABORATORY	106	each	1	3500.00	3 500
2	MOBILIZATION	110	L.S.	8%		94,000
3	TP & DT	111	L.S.	4%		45,000
4	TEMP. SIGNS	111	SQ FT	300	7.00	210
5	BARRICADES	111	each	4	125.00	500
6	Plastic Safety Markers	111	each	10	85.00	850
7	FLAGMEN	111	Hour	750	24.00	18,00
8	PILOT CAR	111	Hour	25	35.00	875
9	CLEAR & GRUBBING	201	L.S.	(2.15 AC) All	—	6000
10	Removal of Old Structure	202	L.S.	(1018 SQ YD) All	500.00 —	50,000
11	Removal of Shoulders	202	lin Ft	250	4.00	100
12	Embankment in Place	203	Cu Yd	30,000	6.00	180,0
13	DITCH EXCAVATION	206	Cu Yd	96	5.00	480
14	TRENCH EXCAVATION	206	Cu Yd	50	20.00	1000
15	FINISH ROADBED & SLOPES	222	Mile	0.33	—	2500
16	Obliteration of Old Roadway	224	SQ YDS	90	5.00	450
17	TOP SOIL	225	Cu Yd	1,200	8.00	9600
18	WATERING	233	M-Gal	400	17.00	6800
19	AGGREGATE BASE	304	TON	4100	15.00	61,50
20	AGGREGATE SHLDR MAT'L.	304	TON	90	20.00	1800
21	CLASS 'B' AC MIXTURE	401	TON	1640	19.00	31116
22	ASPHALT IN MIXTURE	401	TON	106	254.00	26,9[illegible]
	ASPHALT TACK COAT	401	TON	1	350.00	1400

SUMMARY—BID SCHEDULE—COST ESTIMATE

Sheet 2 of 3

Date

Spoxing Near Wheeler

County Tillamook

Work Length Name

	Item	Spec	Unit	Quant.	Unit Cost	Total
23	R.C. Bridge End Panels	508	Sq Yd.	180	55 00	9900
24	8" Sewer Pipe on Slope	603	lin ft.	144'	12 00	1728
25	12" Culvert Pipe	603	lin ft.	100'	24 00	2400
26	Type G-1 Inlets	604	each	4	600 00	2400
27	Type 3 Guard Rail (Type D inlet)	606	lin ft.	200'	600 30 00	600 6000
28	Type 2A Guard Rail	606	lin ft.	1338	15 00	20,07
29	Type "1" Anchors	606	each	6	350 00	2100
30	Type 'C' End Pieces	606	each	8	120 00	960
31	Bridge Connections	606	each	4	450 00	1800
32	Extra for AC Approaches	610	each	3	200 00	600
33	Drainage Curb	613	lin. ft.	1041	2 00	2082
34	Class 50 Rip Rap	620	Ton	8	40 00	320
35	Filter Blanket	620		3	30 00	90
36	Delineators	623	each	28	25 00	700
37	Adjustment of Manhole	628	each	1	250 00	250
38	Adjustment of Guard Rail	628	lin ft	50'	10 00	500
39	Adjustment of Signing	628	each	6	50 00	300
40	Roadside Seeding & Mulching	681	Acre	2	1000 00	2000
	Temp. Erosion Control		L.S.	All	—	2000
						1810
	Page Total					5
	Total					

SUMMARY—BID SCHEDULE—COST ESTIMATE Date 7-80

WHEELER OXINE County Tillamook

Work _____ Length _____ Name _____

Item	Spec	Unit	Quant.	Unit Cost	Total
Sub Total from Page 2					
Structure (292 x 40 = 11680 □'		Sq ft	11680	57.	666,0
			Sub Total		1,268,23
Engr $ Cont 20%					253,76
Perm Striping					1500
					1,523,50

STATE OF OREGON
HIGHWAY DIVISION - ODOT

INTEROFFICE MEMO
LOC 11 #9

TO: MEMO TO THE FILES

DATE: May 22, 1980

FROM: Frank E. Terpin
for/ Location Engineer

SUBJECT: Nehalem River-Wheeler O'xing St. Sec.
Oregon Coast Highway
Tillamook County

NOTED
E. S. HUNTER

Two alternatives prepared by the Region for the replacement of the subject structure have been reviewed.

One alternative, lying easterly of the existing structure, follows new alignment almost to the end of the Nehalem River Bridge Section. Construction on this alignment would heavily impact fresh water wetland. The construction cost estimate is about $2,800,000.

The other alternative, lying westerly of the existing structure, follows new alignment from a few hundred feet north of the o'xing southwesterly, somewhat paralleling the railroad, to an at-grade railroad crossing and a connection to the existing highway, several hundred feet west of the existing o'xing. Construction of this alternative is expected to heavily impact the estuary. The construction cost is estimated to be $1,400,000.

Since only $1,000,000 is programmed for the project, a reconnaissance estimate was made to determine the cost of constructing a detour, replacing the o'xing at its present location and removing the detour. Included in the estimate was the cost of overlaying and widening the existing roadway between the Nehalem Bridge Section and the Wheeler O'xing. The estimate amounts to $2,000,000 and the impacts to the wetlands and estuary should be minimal enough that the L.C.D.C. and Oregon Fish and Wildlife could sign off. It appears that this proposal will meet the scope of the project in the 1980 Six-Year Plan even though the estimate exceeds the programmed funding.

Attached are copies of letters from L.C.D.C. and Oregon Fish and Wildlife raising serious questions that would concern the two alternatives being prepared by the Region Office.

It is my recommendation, on review of the above, that work on the two alternatives be stopped and that plans for replacing the structure at its existing site and widening and overlaying the existing roadway be prepared.

cc: E. S. Hunter w/att (3)
C. O. Fredrickson "
R. Ewen "

FET:ge

Contains Recycled

RECEIVED
TECHNICAL SERVICES
MAY 22 '80
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

WHEELER OVERCROSSING
OREGON COAST HIGHWAY
TILLAMOOK COUNTY

M.P. 46.2 - M.P. 46.7 = 0.5 mile

DETOUR STRUCTURE SCHEME

Detour Structure	$ 230,000
Detour Grade and Pave	70,000
R.R. O'xing 40' X 320'	1,200,000
Traffic Control	45,000
Remove Detour	55,000
Estimated Construction	$ 1,600,000
Widen and O'lay 0.5 mile	250,000
Widen Slough Structure (extend box culverts)	150,000
Estimated Total Construction Cost	$ 2,000,000

5/22/80

VICTOR ATIYEH
GOVERNOR

Department of Land Conservation and Development

1175 COURT STREET N.E., SALEM, OREGON 97310 PHONE (503) 378-4926

May 12, 1980

RECEIVED
ENVIRONMENTAL
SECTION
MAY 15 1980

Referred to Manager
Proj. Coord. Res. Coord.
Eng. Coord. Adm. Asst.
Sec. File

Kay Wilcox
Intergovernmental Relations Division
155 Cottage Street S.E.
Salem, OR 97310

Dear Kay,

This letter is in response to your request that we clarify how the Statewide Planning Goals apply to the Oregon Department of Transportation's proposal to replace the Nehalem River-Wheeler Railroad Overcrossing (PNRS 8002-2-605).

Mr. Gary Potter, Environmental Section Manager for the Oregon Department of Transportation, has told us that this is a conceptual plan of which the specifics of the project design are now being developed. Those specifics will include how much fill will be required and where it will be placed. Whatever the final design, they believe at this time that wetland fills will be included. "Wetlands" could include fresh water and estuarine areas.

Since the magnitude of the fills has not been identified yet, we would like to answer the question of how the goals apply in general terms. Fills in the fresh water marsh east of highway 101 would conflict with Goal 5's intent to conserve open space and protect natural and scenic resources. The goal goes on to require that where conflicting uses are identified the economic, social, environmental and energy consequences of those conflicting uses be determined and the project be designed in a manner to achieve the goal.

Fills in estuarine areas must be for navigational use when no upland locations exist, adverse impacts are minimized and a public need is demonstrated. On this basis an estuarine fill would not be permitted without an exception taken to Goal 16 requirements. The exception must basically include findings why the fill is required, whether there are alternative locations for the road not requiring an estuarine fill, what the long term impacts may be from not applying the goal and whether the fill would be compatible with adjacent uses.

A policy addressing permissible estuarine fills in conservation management units has also been developed. That policy, while allowing fills for support structures after certain findings are made, does not extend to the use of fill for bridge approach ramps or highway causeways. The Department of Transportation must therefore carefully consider a road design that does not involve wetland fills in the estuary.

NOTED
W. N. HACKLEMAN

NOTED

I hope this information is useful both to you as the State Clearinghouse and to the Department of Transportation for use in their final road design plan. Please contact Jeff Michel of my staff at 378-5052 if we can be of further assistance or answer any questions.

Sincerely,

Richard L. Mathews

Richard L. Mathews
Program Division Manager

RLM:JM:cw
1921A

cc: Gary Potter-ODOT
Bob Cortright-Newport Field Office

RECEIVED
MAY 19 1980
LOCATION
SECTION

VICTOR ATIYEH
GOVERNOR

Department of Fish and Wildlife
OFFICE OF THE DIRECTOR
506 S.W. MILL STREET, P.O. BOX 3503, PORTLAND, OREGON 97208

April 2, 1980

Kay Wilcox
Intergovernmental Relations Division
155 Cottage Street, S. E.
Salem, Oregon 97310

Dear Kay:

This letter is in response to the Oregon Department of Transportation proposal to replace the Nehalem River - Wheeler Railroad Overcrossing (PNRS 8002-2-650).

The Department was interested in this proposal since it involved the filling of wetlands. Our local wildlife biologist toured the project site with Department of Transportation personnel, who indicated that the fill may include two to three acres of wetland.

The wetlands located west of Highway 101 at the project site constitute a major tract of marsh, which would be designated a Natural Management Unit under the Land Conservation and Development Commission Statewide Planning Goal #16. The area east and north of Highway 101 contains fresh-water wetlands that have been identified by the Department as important for fish and wildlife resources. Therefore, we suggest DOT discuss the projects consistency with the Department of Land Conservation and Development.

We understand that dredging and filling conducted within the estuarine lands west of Highway 101 would require mitigation in accordance with LCDC Goal #16. We also understand that Federal Highway Administration policies relating to protection of wetlands may place mitigation requirements for those portions of the project east and north of Highway 101.

The Department would support this project if the project were found consistent with statewide planning goals, project design resulted in minimized impacts to fish and wildlife resources and necessary mitigation plans are developed. We would offer our assistance to the Department of Transportation in the review of specific plans and mitigation proposals.

Sincerely,

James A. Newton
Staff Biologist
Environmental Management Section

JAN:mp

cc: Land Conservation & Development Commission
Don Trout

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732
Toll Free Number - 1-800-452-7813

STATE A-95 REVIEW CONCLUSIONS

NOTED
H. S. COULTER

APPLICANT: Dept. of Transportation, Highway Div.

PROJECT TITLE: Nehalem River-Wheeler O'xing TILLAMOOK

DATE: March 21, 1980

The state has reviewed your project and reached the following conclusions:

RECEIVED
STATE HWY ENGR
MAY 21 '80
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

☐ No significant conflict with the plans, policies or programs of state government have been identified and your proposal is endorsed as presented.

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☒ Potential conflicts with the plans and programs of the state agency(s) have been outlined below. EXIST

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

Attachment

cc: G. L. Green
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart
Aeronautics Division
B. L. Gifford
(2) Reg.: C.O. Fredrickson
(1)Dist.: E.L. Everton

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

8002 2 650

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

BEN GIFFORD

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies will be submitted to you separately and must also be included.

PNRS #2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

RECEIVED
FEB 28 1980
DIVISION OF STATE LANDS

P N R S STATE REVIEW

Project #: 8002 2 650 Due Date: MAR 21 1980

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed

---

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

( ) Please coordinate the implementation of the proposal with us.

(✓) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By C.H.

(#2)

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-5

February 25, 1980

NOTED
H. S. COULTER

TO Executive Department
Federal Aid Coordination Unit

Clatsop-Tillamook Intergovernmental
Council
P.O. Box 488
Cannon Beach, Oregon 97110

FROM D. E. Swan
Operation Programming Engineer

SUBJECT Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 1
Section: Nehalem River-Wheeler O'xing
Highway: Oregon Coast Hwy. US-101
County: Tillamook

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be March 27, 1980.

BLG:dmc
Attachments
cc: G. L. Green, FHWA
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd (2)
J. H. Versteeg (3)
Gary Potter
W. J. Hart
Reg. 2 Engr: C.O. Frederickson
Dis. 1 Engr: E.L. Everton
Aeronautics Division
David Powers, Parks
B. L. Gifford

RECEIVED
STATE HWY ENGR
FEB 26 '80
REFER TO
FOR
Info | Invest | R/D | C/R | Sign | Act | File

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #		Page One

02	12] APPLICANT: Department of Transportation [45	46] DIVISION: Highway [79					
03	12] APPLICANT ADDRESS STREET: Transportation Building [45	46] CITY: Salem [60			76] ZIP: 97310 [80		
04	12] CONTACT PERSON: D. H. Moehring [45	46] AREA CODE: 503 [48	49] PHONE: 378 [55	56] EXTENSION: 6563 [59			
01	12] PROJECT TITLE: Nehalem River-Wheeler O'xing. [71						
11	12] PROJECT LOCATION—CITY: Oregon Coast Hwy. US-101	PROJECT LOCATION—COUNTY: Tillamook	PROJECT LOCATION SEC: T: R: [79				
05	SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK) The proposed project is to replace a functionally obsolete and deteriorated						
06	12] railroad overcrossing. Only the build and no-build alternative are being [71						
07	12] considered. The build alternative is to construct a new overcrossing structure [71						
08	12] adjacent to (northerly) the existing structure. Approaches would be realigned [71						
09	12] to the new structure and widened. A left turn refuge at the Necanicum Highway [71						
10	12] Junction would be included as part of the project. [71						

12	AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	924,000	-----	126,000	------	------	1,050,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE: Title 23 USC Highways [71	
15	12] FEDERAL AGENCY NAME: U. S. Department of Transportation [45	46] FEDERAL SUB-AGENCY NAME: FHWA [79

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	[ ] 13	[ ] 14	[ ] 15	[ ] 16	[ ] 17	[ ] 18	[ ] 19	[ ] 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
[X] 21	[ ] 22	[ ] 23	[ ] 24	[ ] 25	[ ] 26	[ ] 27	[ ] 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?	(D) REVIEW REQUIRED by A-95	(E) ENVIRONMENTAL IMPACT	(F) HOUSING RELOCATION REQUIRED
Yes [X] 29 No [ ] 30 Date: 2-25-80	Yes [X] 31 No [ ] 32	Yes [ ] 33 No [X] 34	Yes [ ] 35 No [X] 36

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH: March [42	43] DAY: 27 [44	45] YEAR: 1980 [46

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: 2-25-80

VI. If project includes state funds (12C), identify agency Highway

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$_____	$_____	$_____

(c) FUNDING METHOD

	FEDERAL SHARE	STATE SHARE	TOTAL
First Year	%____ $_____	%____ $_____	%____ $_____
Second Year	%____ $_____	%____ $_____	%____ $_____
Third Year	%____ $_____	%____ $_____	%____ $_____

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number _____

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 3 Project of Categorical Exclusion according to the new environmental quality guidelines.

OREGON STATE HIGHWAY DIVISION
PROJECT CATEGORY REQUEST

A. Project Identification:

Date December 24, 1979

Section Nehalem River-Wheeler Overcrossing
City _____ Hwy. No. 101
Highway Oregon Coast
Begin M.P. 46.2 Length 0.5 mile
County Tillamook
Program Estimate $1,050,000
Region 2
Funding Source FAP

(Attach Sketch Map)

B. Purpose, Need, and Description of Project (Describe Alternatives):

The proposed project is to replace a functionally obsolete and deteriorated railroad overcrossing. Only the build and no-build alternative are being considered. The build alternative is to construct a new overcrossing structure adjacent to (northerly) the existing structure. Approaches would be realigned to the new structure and widened. A left turn refuge at the Necanicum Highway Junction would be included as part of the project.

C. Recommended Project Category and Documentation:

Project Category	Documentation
1	Draft and Final EIS
2	Environmental Assessment and Finding of No Significant Impact
X 3	Categorical Exclusion

Other Documentation:

- ☐ Wetlands Finding
- ☒ Cultural Resource Survey
- ☐ Section 106 Procedures
- ☒ Noise Study Report
- ☐ Indirect Source Construction Permit
- ☐ Section 4(f) Determination

Basis for Recommended Category:

The proposed project would require permits from the U.S. Army Corps of Engineers, and the Oregon Division of State Lands. Due to the limited, minor impacts of the project, a categorical exclusion is appropriate.

D. Descriptions:

	Existing Facility	Proposed Facility
Number of Traffic Lanes	2	2
Median (Yes/No)	0	left turn refuge
Shoulders (Yes/No, Paved, Gravel)	yes/gravel	yes/paved
Average Daily Traffic (Volume/Year)	3900 (1978)	4400 (1981)
Alignment (New, Combined, Existing)		combined
Speeds (Posted/Estimated)	55	55

(11-16-79)

E. Preliminary Assessment of Enviromental Impacts:

1. Estimated Right-of-Way Impacts:

Acres	3
Estimated Number of Parcels	2
Residential Relocation (No.)	0
Business Relocation (No.)	0

2. Estimated Impact on Land Use:

None.

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety:

Addition of a left turn refuge would improve traffic flow and safety. No adverse impacts to traffic volumes or patterns are anticipated.

4. Estimated Impact on Rivers, Stream, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:

Approximately 0.5 acre of fresh water wetlands may be impacted. A tide gate at the mouth of Gallagher slough may have to be modified. Some instream work may be required.

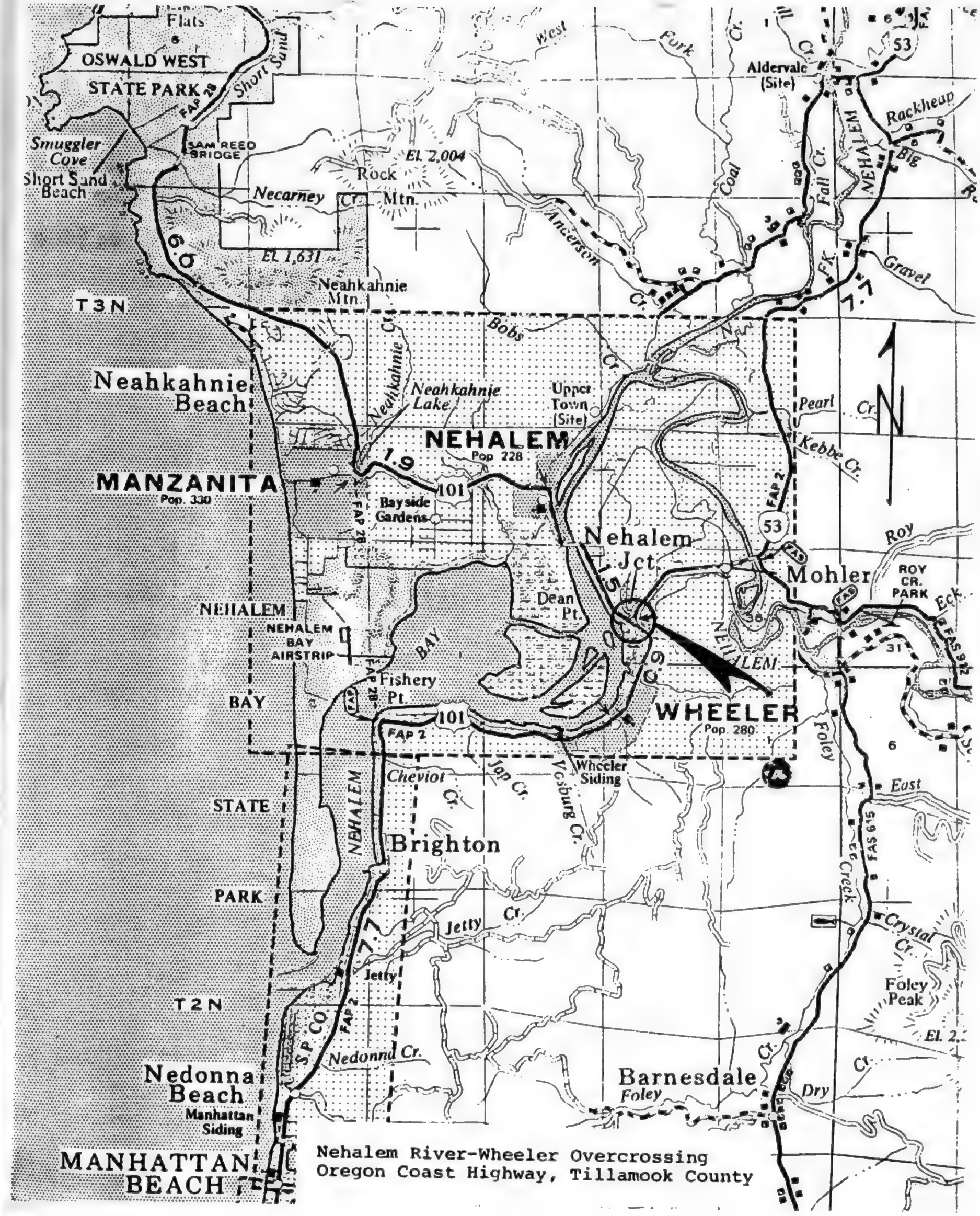
5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:

A cultural resource survey may be required.

6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:

None identified.

Name of Preparer and Phone Number: Eddie Welsh (378-2626)



Nehalem River-Wheeler Overcrossing
Oregon Coast Highway, Tillamook County

REGON STATE HIGHWAY DIVISI
PROJECT REQUEST

A. IDENTIFICATION:

Date: Nov. 1979

Proposed Section: Nehalem River-Wheeler Overcrossing

Region: 2

Highway: Oregon Coast St. Hwy. No. 9 M.P. 46.2 to M.P. 46.7 Length: 0.5

County(s): Tillamook (Attach Sketch Map)

Recommended Construction Date: Preliminary Engineering only Proposed 6 YP 1982

Method of Doing Work: Contract x St. Force _____ Other _____

B. FINANCING

	Section		Year	Funds Available
Postpone ☐		Current 6 YP		
		Recommend		
Cancel ☐		Current 6 YP		
		Recommend		

If not one of the above - Recommended Financing: _____

FAI ☐ , FAP ☒ , FAS ☐ , ST. CONST. ☐ , OTHER ☐ _____

C. ROADWAY & TRAFFIC

	Width				Structures		Extg. Traffic (Year)		Proj. Traffic (Year)	
	No. Lanes	Pvmt.	Shldrs.	Walks	No.	Tot. Lng.	ADT	Service Level	ADT	Service Level
Existing Facility:	2	22	2	0	1	316				
Proposed Facility:	2-3	24-36	4	0	1	320				

D. DEFINE THE PROBLEM: Existing roadway narrow. Needs left turn lane Necanicum Highway junction. Railroad overcrossing needs replacement. Overflow structure narrow.

E. PROPOSED SOLUTION: Widen and overlay roadway. Rebuild or widen overflow structure. Replace railroad overcrossing.

F. REASON FOR REQUEST AT THIS TIME: Provide funds for preliminary engineering.

G. COST ESTIMATE

Roadway Work	$ 355,000
R/W (Approx: No. of Parcels ____, Acres ____, Any Reloc. ____).	
Structures	645,000
Other (Define) _____	
Preliminary Engineering (By Whom) State	50,000
TOTAL	$ 1,050,000

H. REQUESTED BY: C. O. Fredrickson by Loren A. Weber.
Region Engineer or Section Head

Approval/Disapproval _____ 11/2/79
State Highway Engineer Date

Approval/Disapproval _____
Asst. Director for Operations Date
Oregon Transportation Commission

Approval Date _____

Remarks & Action Taken:

For P.E. Only
(State funds)

Form 734-1386 (3-78)

VICTOR ATIYEH
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM, OREGON 97310

July 6, 1979

Dr. I. J. Schneider
Rinehart Clinic
Wheeler, OR 97147

Dear Dr. Schneider:

Your concern over the increase in the assessment of your tract is understandable. However, the appraisal process you describe is not illegal. It is frequently used in the appraisal of under-developed land. The appraiser would have to recognize the cost of the fill and a number of other factors in making the appraisal. The test of the appraisal procedure is whether it resulted in a value in excess of a tract's market value on the assessment date.

I support many of the features of the tax plan passed by the legislature. This includes the rebate of $70 million in 1978 income taxes and an increase in the personal exemption from $750 to $1,000 for income taxes.

With respect to the property taxes, the legislative plan provides for state payment of up to 30 percent of every homeowner's property taxes. I did not sign this bill, but have allowed it to go into law. I decided that a veto would serve no useful purpose because of my basic disagreement with the legislature. I feel the property tax bill is deficient because it does not provide for any future limitation on property taxes. I intend to submit an initiative petition to the voters at the next general election which will provide an effective limit on property taxes. We are in the final drafting stage of the details of that measure and it will be announced shortly.

I asked State Highway Division officials to comment on your concerns relating to highway maintenance and safety. They agree that the railroad overcrossing north of Wheeler is a maintenance headache and the time is rapidly approaching when a replacement will be necessary.

In checking out statistics for the intersection of HWY 101 and 53 I found that the rate of reported accidents has been cut in half since the intersection was modified in 1975.

VICTOR ATIYEH
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM, OREGON 97310

The Highway Division does not wait for a section of road to completely disintegrate before scheduling repaving, because the damage to the roadbed which occurs as a result of the delay may cost four to five times as much to repair. That is why the highway south of Hood River was resurfaced this spring.

As for the I-80N work west of Boardman; the newest surface is the last in a series of staged paving "lifts" to complete reconstruction of the freeway started several years ago.

The rest area west of The Dalles was originally built more than twenty years ago and needed to be enlarged because of tremendously increased use. The improvements included larger toilet buildings, additional parking and picnic facilities and a trailer dump station.

Sincerely,

Victor Atiyeh
Governor

VA/sb
Enclosure

bcc: Department of Transportation
Department of Revenue

COTTON FIBRE
Anniversary Union Skin

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

June 18, 1979

Salem, Oregon

FROM: T. W. Litchfield
REGION OPERATIONS ENGINEER

SUBJECT: Nehalem Junction and
Wheeler O'Xing of SPRR
Oregon Coast Highway
Tillamook County

TO: H. S. Coulter
STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
JUN 19'79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

The penultimate paragraph of the attached letter from Dr. I. J. Schneider, dated May 22, 1979, pertains to the above captioned section from milepost 46.51 to 46.63 of the Oregon Coast Highway. The next two paragraphs is our draft reply to that paragraph of Dr. Schneider's letter.

The Wheeler overcrossing of the Southern Pacific railroad at M.P. 46.63 of the Oregon Coast Highway has been a maintenance headache for many years. A timber structure of this type demands continuous attention, and it has deteriorated to the point that replacement of this structure is necessary. ~~A Six-Year Plan update is proposed for this fall, and I recommend your views be brought forward in this regard when the meeting requesting public input is held in your area. It is anticipated at this time that this structure will be replaced within the next six-year period.~~

The modification of the intersection of ORE 53 and US 101 (Nehalem Junction - M.P. 46.55), was made to improve the safety characteristics of the intersection. Historically, right angle intersections are less hazardous than the "Y" type of intersection that existed before reconstruction. This intersection was modified in 1975, and we have compared the accident statistics and the traffic volume in the years 1976, 1977, and 1978, with those of 1972, 1973, and 1974. Since reconstruction, there have been two reported accidents with an average daily traffic of 4,425 vehicles entering the intersection. Prior to reconstruction, in the years mentioned, there were three accidents with 3,630 vehicles per day entering the intersection. Therefore, it is apparent that this modification has, in fact, improved the operating characteristics of the intersection and justifies the expenditure of public funds for this purpose.

We would appreciate receiving a copy of the response to this letter for our files.

TWL/gl
attachment

...HITE RINEHART, M.D.
... SCHNEIDER, M.D.
...HY G. BECKWITH, M.D.
...MES D. HAUSCHILDT, PH.D., M.D.
GEORGE L. MARSHALL, M.D.
HERBERT D. LEWIS, M.D.

D. M. CARY, MANAGER

RINEHART CLINIC
PHYSICIANS & SURGEONS
SPECIALIZING IN RHEUMATIC DISEASES
503-368-5111
WHEELER, OREGON
97147

2993

Please provide draft reply for Governor's signature by 6-22
Thank you.

22 May 1979

Victor G. Atiyeh
Governor of Oregon
State Capital Building
Salem, Oregon 97310

PLEASE RETURN ORIGINAL LETTER

Dear Gov Atiyeh:

This letter is being written with the sincere hope that it reaches you personally as I feel some of the points brought out are very pertinent to good government.

The first point is about the methods used by our Tillamook County Assessor. Recently a piece of property owned by me escalated 300% in one year. This property is undeveloped, covered by trees of no commercial value, and is swampy, covered by water at least eight months of the year. The assessor disregarded the cost of developing this land, which would need at least a two foot fill after the trees and brush were removed, and building on the site would still be expensive because of extra stabilization needed. He arbitrarily divided the land into building sites, eight in number, assigned a price per site, then multiplied this by eight, resulting in a jump of evaluation from $10,000 to $34,000. I feel his methods are bordering on illegal, and if not, then every square foot of Tillamook County should be evaluated by the same method.

The second point concerns property tax referring to a lived in home. I feel that all homes should be taxed equally because as they are being lived in they do not represent any income or money, only a place of shelter, and if a person wishes to make this a castle it still is only a shelter and does not put bread on the table until it is sold. Then if a substantial financial gain is realized, it should be taxed either by a sales tax or a capital gains tax, but as long as it is lived in the tax should be minimal and identical, no matter if it cost $10,000 or $200,000, as it furnishes no usable capital until it is sold. Thus there should be one tax for a home and another tax for investment property, et cetera.

The third point concerns the State Highway Department. We keep reading about the dire need for more money, but nothing is said about economy in operation and the curtailment of waste and better judgment as to the use of available funds. Here we look at the enormous investment in roadside stops. Oregon has more such stops than the entire Pacific Northwest, and probably more than all the states west of the Mississippi combined, averaging one every 28 to 30 miles across the state either way with roadside parks in overabundance along the coast. Not too

To: Victor G. Atiyeh 22 May 1979

long ago the department revamped an already delux road stop west of The Dalles to the tune of several hundred thousand dollars, and it now looks very little different than it did before. I am referring to the road stop overlooking an Indian Burial Ground about ten miles west of The Dalles. We constantly see the department spending millions resurfacing some very good roads while others such as North 101 and Sunset Highway are allowed to go to pot. I am now referring to a recent repaving between Boardman and points west, and Highway 35 on the Mount Hood Highway. The latter I've traveled about every two weeks over the past two years and was chagrined to find them repaving a section that was still in very good condition, using enough blacktop to patch all of 101 and the Sunset. This in the face of constant newspaper stories about oil shortages and the need to conserve.

The next complaint is near home concerning an overhead crossing north of Wheeler. Here there is an annual repair job going on, either the deck needs work or the super structure is at fault. In the past 35 years that I have watched them work the department has spent enough money to replace the entire bridge several times over. Then they revamped the junction of Highway 53 and 101, changing an easy access Y-junction to a dangerous right angle junction. Now the traffic turning left from 101 to 53 has to come to a full stop before turning, and there have been more accidents and injuries in the past year since the change than in all the years that the junction had been in existence, showing poor judgment from a practical standpoint.

I realize that this letter won't solve much, but I do feel that more emphasis needs to be placed on economy and conservation or the end result will be disastrous. I also feel that the legislature should pass a law making it mandatory that whenever there is a tax foreclosure necessitating a sheriff's sale of a home, the selling price must be no less than the assessed valuation. The difference between the taxes owed and assessed valuation would then be given to the owner of the property.

Yours very truly,

I. J. Schneider, M. D.

IJS/ps

RECEIVED
STATE HWY ENGR
JUN 14'79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

RECEIVED
DOT DIRECTOR
JUN 1 3 '79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 25, 1979

TO H. S. Coulter
State Highway Engineer

FROM D. E. Swan
Operations Programming Engineer

SUBJECT Wheeler O'Xing SPRR
Oregon Coast Highway
Tillamook County

Attached for your approval is a project request from Region 2 to replace the SPRR O'Xing structure on the Coast Highway north of Wheeler. During a recent inspection, Region personnel found that the bridge needed immediate repairs costing $110,000. Region is recommending replacement this summer; however, Maintenance is taking steps to repair the structure, temporarily. Walt Hart feels immediate replacement is not necessary.

This bridge is not rated and therefore is not on the current replacement list. It will be submitted this month to FHWA for a sufficiency rating, but we probably will not receive the rating back until September. John Wood felt there was a good chance the bridge would qualify for the bridge replacement program.

I recommend that we proceed with preliminary engineering using State funds and wait on construction until we receive the new sufficiency rating in September. If the bridge is eligible, we will program it for HBRP funds. If it is not eligible or if you agree with Region that it should be replaced this summer, we will program it for either Federal Aid Primary Funds or Transition Quarter Funds. Attached is a suggested rough draft letter to the Commission.

SHM:dmc
Attachment
cc: D. H. Moehring
Steve Macnab

Survey w/ state funds approved. — Don't need to go to commission at this time. — Put adm. into six yr. program up date. —
5-30-79

RECEIVED
STATE HWY ENGR
MAY 25 '79
REFER TO
FOR

OREGON STATE HIGHWAY DIVISION
PROJECT REQUEST

IDENTIFICATION: Date: May 10, 1979

Proposed Section: Wheeler O'xing Region: 2

Highway: Oregon Coast St. Hwy. No. 9 M.P. 46.62 M.P. ____ Length: ____

County(s): Tillamook (Attach Sketch Map)

Recommended Construction Date: Summer, 1980 Proposed 6 YP ____

Method of Doing Work: Contract Yes St. Force ____ Other ____

B. FINANCING

	Section	Year	Funds Available
Postpone ☐		Current 6 YP	
		Recommend	
Cancel ☐		Current 6 YP	
		Recommend	

If not one of the above - Recommended Financing: ____

FAI ☐ , FAP ☐ , FAS ☐ , ST. CONST. ☐ , OTHER ☒ HBRP P.E. State Funds

C. ROADWAY & TRAFFIC

	Width			Structures		Extg. Traffic (Year)		Proj. Traffic (Year 1995)	
	No. Lanes	Pvmt.	Shldrs.	Walks	No.	Tot. Lng.	ADT	Service Level	ADT	Service Level
Existing Facility:	2				1	316	3500	A2		
Proposed Facility:	2								5250	A2

D. DEFINE THE PROBLEM: Structurally deficient bridge. Temporary emergency repairs being performed.

E. PROPOSED SOLUTION: Replace bridge.

F. REASON FOR REQUEST AT THIS TIME: Very serious deterioration of existing structure. Bridge replacement must be expedited.

G. COST ESTIMATE

Roadway Work	$ 40,000
R/W (Approx: No. of Parcels 2, Acres 1, Any Reloc. No).	6,000
Structures	568,800
Other (Define) ____	
Preliminary Engineering (By Whom) State	30,000
TOTAL	$ 644,800

H. REQUESTED BY: A.A. Schofield Asst. Region Engineer ~~or Section Head~~

Approval/Disapproval ____ State Highway Engineer Date

Remarks & Action Taken:

Approval/Disapproval ____ Asst. Director for Operations Date

Oregon Transportation Commission

Approval Date ____

Form 734-1386 (3-78)

May 8, 1979
Salem, Oregon

Robert E. Royer
REGION OPERATIONS ENGINEER

H. S. Coulter
STATE HIGHWAY ENGINEER

Wheeler O'Xing
Highway 9, MP 46.63
Bridge No. 1051

We have recently detected a serious condition at the approach to the Wheeler overcrossing. We suspected that the piling had decayed considerably. Eddie Payton had his crews investigate this more carefully, and we discovered that we were correct.

Attached is a copy of Ed's report. As you can see, we excavated five pilings at various locations and found that the original pilings have decayed to a condition of non-existence,in four out of the five observed. The decking also shows considerable distress.

We are carrying out some temporary emergency repairs, but feel that the entire structure should be replaced. The task is much larger than a maintenance operation.

We request that authorization be given to carry out a survey and that funds be set aside to replace this structure at the earliest possible time. We would be happy to supply as much information to you as you feel necessary to make a decision on this matter.

RER/gl
attachment

Form 81-024-3864X

PHOTOS _____ DATE 4-11-79

OREGON STATE HIGHWAY DIVISION
BRIDGE INSPECTION REPORT

DISTRICT 1 BR. NO. 1051

HWY. NO. 9 MILE POST 46.63

COUNTY TILLAMOOK INSPECTORS' SIGNATURES W Kampert SEATON

46.63 29-11 Wheeler Oxing
152-08 SPRR Co
1051

H-15

60- 282'
*56- 34'
Total 316'

10-19', 2-23' Trtd Frtr Spans, 1-34' I-Beam Span on Conc Piers, 2-23' Trtd Pt Spans, 11-6x20 Strs on Spans, 1-10, 3-8x20 & 8-6x20 Strgs on Span 11, 3-8x20 & 7-6x20 Strgs on Span 12, 9-20x65.4' I-Beams, Span 13, 10-8x20 Strgs on Span 14, 11-8x20 Strg on Span 15, 4x12 & 2x2
H.C. 25-60 D.S. 030 1923

SUBSTRUCTURE (60)	Condition Rating
1 Abutments - Wings	5
Backwall	4
Footing	6
Piles	/
Erosion	8
Settlement	5
2 Piers or Bents - Caps	7
Column POSTS *	3
Footing	7
Piles SILLS *	3
Scour	8
Settlement	6
3 Pier Bents	/
4 Concrete Cracking or Spalling	8
5 Steel Corrosion	7
6 Timber Decay, etc.	4
7 Decks on Seats	/
8 Piers	/
9 Collision Damage	8
INSPECTOR'S CONDITION RATING (60)	3
CHANNEL & CHAN. PROTECT. (61)	/
1 Channel Scour	-
2 Embankment Erosion	
3 Drift	
4 Vegetation	
5 Channel Change	
6 Fender System	
7 Spur Dikes & Jetties	
8 Riprap	
9 Adequacy of Opening	
INSPECTOR'S CONDITION RATING (61)	/

SUPERSTRUCTURE (59)	Condition Rating
1 Bearing Devices	/
2 Stringers	6
3 Girders or Beams	7
4 Floor Beams	/
5 Trusses - General	/
Portals	/
Bracing	/
6 Paint	6
7 Machinery (Movable Spans)	/
8 Rivets or Bolts	8
9 Welds - Cracks	8
10 Rust	7
11 Timber Decay	6
12 Concrete Cracking	8
13 Collision Damage	8
14 Deflection under Load	7
15 Alignment of Members	8
16 Vibrations under Load	8
INSPECTOR'S CONDITION RATING (59)	6
CULVERTS & RETAIN. WALLS (62)	/
1 Barrel	
Concrete	
Steel	
Timber	
2 Headwall	
3 Cutoff Wall	
4 Adequacy	
5 Debris	
INSPECTOR'S CONDITION RATING (62)	/

DECK (58)	Condition Rating
1 Wearing Surface	4
2 Deck - Structural Condition	6
3 Curbs	7
4 Median	/
5 Sidewalks	/
6 Parapet	/
7 Railing	6
8 Paint	7
9 Drains	8
10 Lighting Standards	/
11 Utilities	/
12 Joint Leakage	7
13 Expansion Joints or Devices	/
14 Record Elevations.	/
Gutterline @ ℄ Bearings	/
@ ℄ Spans	/
INSPECTOR'S CONDITION RATING (58)	5
APPROACH ALIGNMENT (65)	
1 Alignment VERT. CURVE	5
2 Approach Slab	/
3 Relief Joints	/
4 Approach - Guardrail	/
Pavement	6
Embankment	8
INSPECTOR'S CONDITION RATING (65)	5
RATED LOADING (56)	/
1 Posted Loading	
2 Legibility	
3 Visibility	
INSPECTOR'S CONDITION RATING (66)	/

REMARKS (Key-in to section and number above) USE SECOND SHEET FOR ADDITIONAL SPACE AND SKETCHES
List apparent cause, severity and pinpoint location of defects listed above.

60- IF TEMP. REPAIRS CONSIDERED, RATE 4
* BULKHEAD Nº 1 APPEARS TO BE TIPPING - HEAVY DECAY THROUGHOUT STRUCTURE ESPECIALLY AT THE UNTREATED REPAIRS. A.C. IS BADLY BROKEN AND MISSING IN AREAS BUMPERS DECAYED - APPROACH SETTLEMENT

MAINTENANCE AND BETTERMENT RECOMMENDATIONS

PREFIX	ITEM	ESTIMATED COST Maintenance	ESTIMATED COST Betterment	REPAIRS COMPLETE
	BORE ENTIRE STRUCTURE TO DETERMINE			
	THE EXTENT OF NEEDED REPAIRS			

REGION 2 ENGINEER
RECEIVED
MAY 3 1979
RLE RE RCE RME RTE ULE GEO RSO ENV

May 4, 1979
Salem, Oregon

C. E. Payton
REGION BRIDGE MAINTENANCE ENGINEER

Robert E. Royer
REGION OPERATIONS ENGINEER

Wheeler O'Xing
Highway 9 MP 46.63
Bridge No. 1051

All pile bents north of the railroad on the above title bridge were reconstructed in 1944. The decayed pilings were cut off approximately two feet below the ground line and replaced with framed bents on concrete pedestals. Maintaining vertical alignment has been a continuous maintenance problem since the 1944 repair. The vertical alignment has become increasingly difficult to maintain, so we excavated five pilings at various locations throughout the repaired bents. The original pilings have decayed to a condition of non-existence in four out of the five observed.

The 2" x 2" decking shows considerable distress in fifty per cent of the deck surface. The 2" x 2" decking will require replacing within the next five years and perennial patching until replacement.

Temporary emergency repairs are being performed by the Seaside bridge maintenance crew, but we recommend expedited replacement of this bridge.

Listed below is our estimated cost to repair the bridge with State forces:

Material

Treated timber piling:

24 pcs x 50'
16 " x 55' 2560 lin. ft.
8 " x 60'

2560 lin. ft. x $4.75/lin. ft. = $12,160.00

Labor

Two crews:

1 week hauling piling and deck preparation	4 days	=	$ 7,000.00
Drive piling	12 days	=	21,000.00
Pull pile into place & strap (additional 3 wks.)	12 days	=	21,000.00
			$49,000.00

This estimate includes only using one replacement pile per original pile. If the new pile cannot be pulled under the existing cap, this amount could double.

Additional Equipment

Crane:	
$28.90/day x 16	462.00
Pole Trailer:	
$4.00/day x 4	16.00
Grand Total	$61,638.00

Costs if two piles per each original pile: $110,638.00

CEP/gl

ATTACHED
DRAWING OF SUBJECT BRIDGE

CAMBER DIAG
Elevations of De

+2.62%

1154+11.1
El. 45.64

+25 P.I. T
El. 4

+28.1
El. 45.56

+45.1
El. 45.34

+62.0
El. 45.00

+95.2
El. 43.95

1155
El. 4

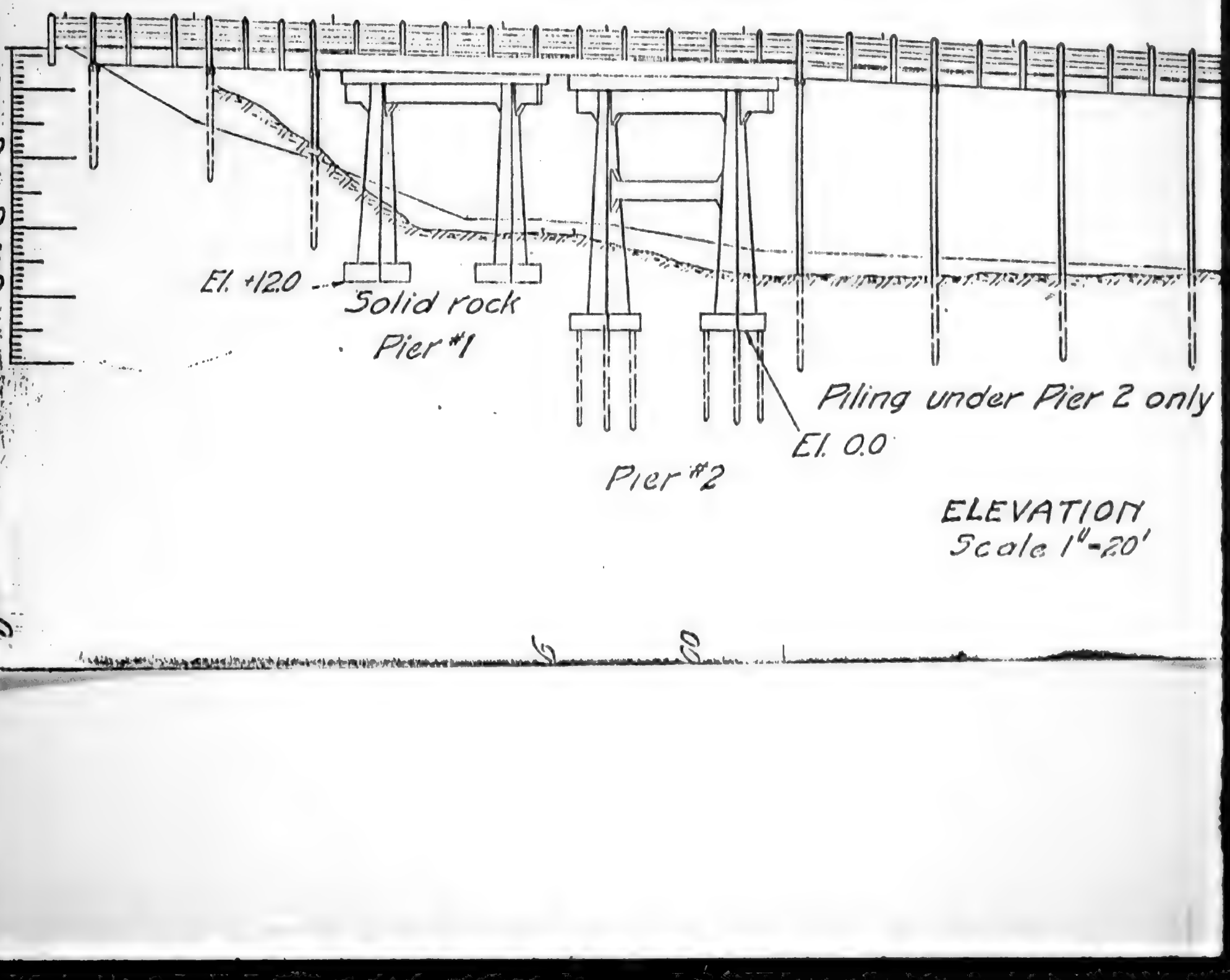
1155+14.1
El. 43.25

-4.0%

+33.1
El. 42.46

+52.1
El. 41.68

+71.1
El. 40.87



ELEVATION
Scale 1"-20'

DIAGRAM
of Deck

+71.1
El. 40.87

+90.1
El. 40.05

1156+09.1
El. 39.21

+25 P.I. 25
El. 38.81

+28.1
El. 38.36

+47.1
El. 37.50

+66.1
El. 36.62

-5.0%

+85.1
El. 35.73

1157+04.1
El. 34.82

+23.1
El. 33.89

PT 1157+50

11-13

2 only

POST

SILL

2.5:1

ALL PILE BENTS NORTH OF THE R.
CONVERTED TO THE SYSTEM SHOW
THE SKETCH.

P.T. 1157+50
El. 32.56

1157+041
El. 34.82

+23.1
El. 33.89

+85.1
El. 35.73

3/4" ϕ dowels.
3 - 3/4" bars.

4 - 1 1/8" bars.

5 7/8"

16"

Block under ends of wood stringers, full width of pier.

pier #2

15" x 33.9 # c
bridging o
and at mi

SECTION A-A
Scale 3/8" = 1'0"

1/2" stirru

1'-6"

11.73

.032'

1.00'

20" 65.4# I

5/8"

Plane bng. surfaces.

3/4" anchor

3/4" bed plate grouted 1/4" into conc.

4" 4"

12"

7/16" x 1 3/4" slotted holes in upper bng. plate at pier #2

11/16" round holes at pier #1

Upper plate
rivited to be
with 7/8" csk.

L PILE BENTS NORTH OF THE R.R. ARE
NVERTED TO THE SYSTEM SHOWN IN
E SKETCH.

SERIES TITLE:

Contracts

LAST RECORD
IDENTIFICATION:

Contract # 9706

Oregon Micro-Imaging, Inc.

1790 West Eleventh Ave.
Eugene, OR 97402
503/687-9585

14915 SW 72nd Ave.
Portland, OR 97224
503/620-3333

CERTIFICATE OF AUTHENTICITY

This is to certify that the micrographic images appearing on this microfilm are accurate and complete reproductions of the records as delivered in the regular course of business for photographing.

Roll Number 244

Customer Name ODot Support Services

Classification Contracts

Starting File Contract # 9684

Ending File Contract # 9706

The film has been processed and inspected to accepted standards to achieve archival quality. The quality of the individual images is directly related to the color and quality of the original documents. Every effort has been made to obtain the maximum quality micrographic reproduction of these documents.

Date Produced 6\14\96 Location Eugene (City) Oregon (State)

Camera Operator Beth Strafford

Canon
AUTHORIZED DEALER

ROLL

244

Oregon Micro-Imaging, Inc.

1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

END

OF

ROLL

RETAKE

START

ROLL # 244

1983	Moro-Grass Valley Sec. Sherman Hwy. (Grading & paving)	9694 [redacted]

9694 jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
F-12(4)

2. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
20049

2A. COUNTY NAME
Sherman

6. TO
Mr. Donald E. Forbes
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE
October 24, 1989

8. FEDERAL ROUTE NUMBER
FAP 12

9. STATE ROUTE NUMBER
42

10. GENERAL LOCATION:
Moro - Grass Valley

11. GENERAL DESCRIPTION OF WORK
Reconstruction of drainage structure

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 10/24/89 as requested in Mr. Husby's letter of 10/26/89 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 9 is approved for a TEC of $15,000 - Federal Funds $13,223.

RECEIVED
STATE HWY ENGR
NOV 8 '89
ASSIGNED TO
Cam Gilmour
FOR

INFO	INVES	ROUGH DRAFT	DIRECT REPLY	SIGN	ACT	FILE
					K	

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
11/7/89	John T. Price	For Division Administrator

FORM PR-1240 (Rev. 12-78) PREVIOUS EDITIONS MAY BE USED

jc cc: OSHD (D. Forbes)

9671

U.S. Department of Transportation
Federal Highway Administration

STATE COPY

FINAL ACCEPTANCE REPORT

7-31-89

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	4	Sherman	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
7/27/89	Thomas P. Lowe, Area Engineer	F-12(4)

COMPLETION DATE (Actual)	ACCEPTANCE DATE BY CONRTACT AGENCY	TIME ELAPSED	CONTRACT TIME
11/30/87	7/7/87	111 %	350 days

LOCATION

See Below

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

MORO - GRASS VALLEY SECTION
SHERMAN HIGHWAY
Grading and Paving

Project Description:
This project provided for an AC overlay and widening between milepost 18.57 - 24.35 and 16.45 - 29.40, and new construction between mile point 24.35 and 26.45.

The project included a future chip seal to be done by State forces.

The AC paving was completed in the fall of 1984. The State's chip seal using styrelf asphalt emulsion was completed in 1985.

Contract Time:
The contractor used 31 days more than the allowable contract time. A time extension for 23 days was granted. Liquidated damages were charged for eight days at $300 per day.

Cost:
The final project cost of $2,784,919 is six percent over the authorization.

General Comments:
The matters mentioned in the final inspection report have been satisfactorily resolved and the State has completed the chip seal. The project is now acceptable.

- TPL -

RECEIVED
STATE HIGHWAY
AUG 3'89
ASSIGNED TO
Hurley

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: Thomas P. Lowe		SIGNATURE: John T. Pyne	
TITLE: Area Engineer	DATE: 7/31/89	TITLE: District Engineer	DATE: 7/31/89

FORM FHWA 1446B (Rev. 2-84) PREVIOUS EDITIONS MAY BE USED.

9644

TO BE COMPLETED BY FHWA			
MONTHLY TRANSACTION NUMBER 1-138	U.S. Department of Transportation Federal Highway Administration	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT 1-2689	Form Approved; O M B No. 04-R2089
PROJECT REPORT NUMBER			State: Oregon
MODIFICATION NUMBER 5			County: Sherman
			Project Number: F-12(4)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 11 , 19 83 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,640,537.00	$ 2,609,152.00
Federal funds	$ 2,327,633.00	$ 2,278,282.00
Other revisions		

This modification is made for the following reasons: To release federal funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 26TH day of JAN , 19 '89 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Joseph A. Speight Jr.
MANAGER, PROGRAM SECTION
(Title)

XXX By FOR: DONALD E. FORBES, P.E.
STATE HIGHWAY ENGINEER
(Title)

By _____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)
FOR: DALE E. WILKEN

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon January 23, 1989

Federal-aid Project No. F-12(4)

Moro-Grass Valley Section
Sherman Highway
Sherman County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (Sta. 446+00 to 780+00)

Subtotal as shown on estimate of 12-16-86		$2,338,120.75
	Construction Decrease Costs	(55,985.00)
	Subtotal	$2,282,135.75
	Engineering	302,416.25
	Total	$2,584,552.00

Length of Roadway ---------- 6.33 mi.
Cost of Roadway Per Mile ---------$408,302.05

Nonparticipating State Work

3/8"-#10 Material in Stockpile	2,000 Cu. Yd.	10.00	$ 20,000.00
Single Mailbox Supports	13 Each	100.00	1,300.00
State Responsibility for Damages		All Required	3,300.00
		Total	$ 24,600.00

SUMMARY OF FUNDS (88.15%)

DESCRIPTION	APPN CODE	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
Roadway	010	$ 2,584,552.00	$ 2,278,282.00	$ 306,270.00
Nonpartic.	---	338,515.00	298,299.00	40,216.00
TOTAL		$ 2,609,152.00	$ 2,278,282.00	$ 330,870.00

Sub. Job 010 = 0%; Sub. Job 011 = 100%
Contract No. 9,694
Prefix: C028-1962 (P.E.)
C028-1054
C09694

DDB:bkw

9691

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA		
MONTHLY TRANSACTION NUMBER	U.S. Department of Transportation **Federal Highway Administration**	State: Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County: Sherman
MODIFICATION NUMBER: 4 b	4-17-87	Project Number: F-12(4)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 11, 19 83, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,594,727.00	$ 2,640,537.00
Federal funds	$ 2,287,251.00	$ 2,327,633.00
Other revisions		

This modification is made for the following reasons:

To include increase in construction costs and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 17TH day of APR, 19 87.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

BY For: Larry Rulien

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

Oregon State Highway Division
Salem, Oregon December 16, 1986

Federal-Aid Project No. F-12(4)

Moro-Grass Valley Section
Sherman Highway
Sherman County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 1000
Roadway (Sta. 446+00 to Sta. 780+00)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT	
3/4-0 Material in Stockpile (PA #9B)	$ ---	---	---	3,155	$12,336.05	
AC Mix Bonus (Adj. #4A)	---	---	---	100%	25,856.15	
Temp. Striping (FA #2)	---	---	---	---	5,201.66	
					$43,393.86	
					Increase	$ 43,393.86
			Subtotal from Estimate of October	30, 1985		2,294,726.89
					Subtotal	$2,338,120.75
					Engineering	302,416.25
					Total	$2,640,537.00

Length of Roadway ---------- 6.326 miles
Cost of Roadway Per Mile ---------- $417,410.21

Federal Funds (88.15%)	$2,327,633.00
State Funds	312,904.00
TOTAL	$2,640,537.00

Appn Code 010
Group 1 = 100%
Contract No. 9694
Prefix: 28-1962
Prefix: C09694

RLC:me

Moro-Grass Valley Section
Sherman Highway

Nonparticipating State Work

3/8"-#10 Material in Stockpile	2,000	Cu. Yd.	10.00	$20,000.00
Single Mailbox Supports	13	Each	100.00	1,300.00
State Responsibility for Damages			All Required	3,300.00
				$24,600.00

9694

STATE COPY

TO BE COMPLETED BY FHWA		Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 11-52	U.S. Department of Transportation Federal Highway Administration	State: Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County: Sherman
MODIFICATION NUMBER 2 A	11-15-85	Project Number: F-12(4)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 11, 1983, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,474,170	$ 2,594,727
Federal funds	$ 2,180,980	$ 2,287,251
Other revisions		

This modification is made for the following reasons:

To include increase in construction costs and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 15TH day of NOV, 19 85.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

By For: Larry Rulien

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON OCTOBER 30, 1985

FEDERAL AID PROJECT NO. F-12(4)

Moro-Grass Valley Section
Sherman Highway
Sherman County

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE 1000
Roadway (Sta. 446+00 to Sta. 780+00)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Temporary Delinators	$ 20.00	30	$ 600.00	105	$ 2,100.00
Pilot Car	22.00	250	5,500.00	496	10,912.00
Watering	7.00	2,550	17,850.00	2,941	20,587.00
Class B Asphalt Concrete Mix	11.00	59,920.29	659,123.19	60,972	670,692.00
Asphalt in Tack Coat	160.00	80	12,800.00	107	17,120.00
18-inch Culvert Pipe	12.00	910	10,920.00	1,500	18,000.00
Guardrail, Type 2A	8.00	83	66,400.00	11,568	92,544.00
Guardrail Anchors, Type 1	300.00	30	9,000.00	34	10,200.00
Roadside Seeding and Mulching	600.00	9	5,400.00	17	10,200.00
Roadside Seeding and Mulching (PA #6B)	637.50	--	--	18	11,475.00
Reestablish Water lines (F.A. #1)	--	--	--	--	13,647.09
			$787,593.19		$877,477.09

Increase	$ 89,883.90
Subtotal from Estimate of September 16, 1985	2,204,842.99
Subtotal	$2,294,726.89
Engineering	300,000.11
Total	$2,594,727.00

Length of Roadway ---------- 6.326 miles
Cost of Roadway Per Mile --------- $410,168.67

Federal Funds (88.15%)	$2,287,251.00
State Funds	307,476.00
TOTAL	$2,594,727.00

Appn Code: 010
Group 1: 100%
Contract No. 9694
Prefix: 28-1962
Prefix: C09694

RLC:me

9694

STATE COPY

TO BE COMPLETED BY FHWA			
MONTHLY TRANSACTION NUMBER 10-73	U.S. Department of Transportation Federal Highway Administration	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	Form Approved; O M B No. 04-R2089
PROJECT REPORT NUMBER			State: OREGON
MODIFICATION NUMBER 3		10-15-85	County: SHERMAN
			Project Number: F-12(4)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 16 , 19 84 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,454,000	$ 2,474,170
Federal funds	$ 2,163,201	$ 2,180,980
Other revisions		

This modification is made for the following reasons: To include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 15TH day of OCT , 19 85 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

BY FOR: L. W. Rulien, P.E.

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON SEPTEMBER 16, 1985

FEDERAL AID PROJECT NO. F-12(4)

MORO-GRASS VALLEY SECTION
SHERMAN HIGHWAY
SHERMAN COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE I000
ROADWAY (Sta. 446+00 to Sta. 780+00)

ITEM	UNIT	PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Flagmen	Hr.	10.00	1,200	$ 12,000.00	3,207	$ 32,070.00
				$ 12,000.00		$ 32,070.00

SUBTOTAL from Estimate of November 9, 1984	Increase	$ 20,070.00
		2,184,772.99
	Subtotal	$2,204,842.99
	Engineering	269,227.01
	Total	$2,474,170.00

Length of Roadway ---------- 6.326 miles
Cost of Roadway Per Mile ------- $391,111.29

Federal Funds (88.15%) ---------	$2,180,980.00
State Funds ----------	293,190.00
TOTAL	$2,474,170.00

Group 1: 100%
Contract No. 9694
Prefix: 28-1962
Prefix: C09694

RLC:pf

9694

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation Federal Highway Administration	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 11-265	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	State Oregon
PROJECT REPORT NUMBER		County Sherman
MODIFICATION NUMBER 2	11-16-84	Project Number F-12(4)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 11, 19 83, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,191,595	$ 2,454,000
Federal funds	$ 1,931,890	$ 2,163,201
Other revisions		

This modification is made for the following reasons:

To include increases in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 16th day of November, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Wayne Halvorsen

For Manager, Program Section
(Title)

XX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON NOVEMBER 9, 1984

FEDERAL AID PROJECT NO. F-12(4)

Moro-Grass Valley Section
Sherman Highway
Sherman County

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE I000
Roadway (Sta. 446+00 to Sta. 780+00)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Class B Asphalt Concrete Mix	$ 11.00	44,500	$489,500.00	59,920.29	$ 659,123.19
Asphalt Cement in Mix	165.00	2,670	440,550.00	3,333.12	549,964.80
		SUBTOTAL	$930,050.00		$1,209,087.99

Increase	$ 279,037.99
Subtotal from Estimate of September 6, 1983	1,905,735.00
Subtotal	$2,184,772.99
Engineering	269,227.01
Total	$2,454,000.00

Length of Roadway ---------- 6.326 mi.
Cost of Roadway Per Mile ---------- $387,922.86

Federal Funds (88.15%)	$2,163,201.00
State Funds	290,799.00
TOTAL	$2,454,000.00

Group 1: 100%
Contract No. 9694
Prefix: 28-1962
Prefix: 28-1059

WH:me

96-94

TO BE COMPLETED BY FHWA		Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 10-258	U.S. Department of Transportation Federal Highway Administration	State: Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County: Sherman
MODIFICATION NUMBER 1	10-1-84	Project Number: F-12(4)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 11, 19 83, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,191,595	$ 2,191,595
Federal funds	$ 2,191,595	$ 1,931,890
Other revisions	Appn Code 010	

(Note: Additional Federal Funds Collected - $105,980.15)

This modification is made for the following reasons:
"The project agreement executed 10-11-83, is modified to decrease federal-aid participation to 88.15 percent in accordance with P.L. 97-424, Section 145."

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 1st day of October, 19 84.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By [signature]

Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By [signature]
(Division Administrator)

For: Dale E. Wilken

MORO - GRASS VALLEY
SHERMAN Co
28-1059

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

9691.

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NO. 10-55	FEDERAL-AID PROJECT AGREEMENT	Oregon
	10-11-83	County Sherman
		Project No. F-12(4)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Moro-Grass Valley

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-6-83	10.831
OTHER *(Specify)*		

FUNDS PRO RATA 88.15%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 2,191,595.00	$ 1,931,890.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

*See Additional Provisions

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator OCT 11 1983

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon September 6, 1983

Federal-Aid Project No. F-12(4)

Moro-Grass Valley Section
Sherman Highway
Sherman County

PROJECT AGREEMENT ESTIMATE

Type Code 1000
Roadway (Sta. 446+00 to Sta. 780+00)

Furnish Field Laboratory Building		All Required	3,000.00	$ 3,000.00
Mobilization		All Required		110,000.00
Temporary Protection and Direction of Traffic		All Required		5,000.00
Temporary Signs	1,120	Sq. Ft.	10.00	11,200.00
Temporary Barricades	40	Each	50.00	2,000.00
Temporary Guardrail, Type 1 Reflectorized	6,450	Lin. Ft.	5.50	35,475.00
Temporary Delineators	30	Each	20.00	600.00
Flagmen	1,200	Hour	10.00	12,000.00
Pilot Car	250	Hour	22.00	5,500.00
Construction Survey Work		All Required		40,000.00*
Clearing and Grubbing		All Required		20,000.00
Removal of Structures and Obstructions		All Required		5,000.00
Ditch Excavation	16	Cu. Yd.	20.00	320.00
General Excavation	125,100	Cu. Yd.	1.95	243,945.00
Trench Excavation	443	Cu. Yd.	5.00	2,215.00
Finishing Roadbed and Slopes		All Required		10,000.00
Watering	2,550	M-Gal.	7.00	17,850.00
Coarse Aggregate Base	64,500	Ton	3.20	206,400.00
3/4"-0 Aggregate Base	22,750	Ton	4.00	91,000.00
Class "B" Aspahlt Concrete Mixture	44,500	Ton	11.00	489,500.00
Asphalt Cement in Mixture	2,670	Ton	165.00	440,550.00
Membrane Waterproofing	125	Sq. Yd.	20.00	2,500.00
Asphalt in Tack Coat	80	Ton	160.00	12,800.00
3/4"-0 Aggregate in Prime Coat	330	Cu. Yd.	12.00	3,960.00
MC-250 Asphalt in Prime Coat	60	Ton	230.00	13,800.00
12-inch Culvert Pipe	700	Lin. Ft.	10.00	7,000.00
18-inch Culvert Pipe	910	Lin. Ft.	12.00	10,920.00
24-inch Culvert Pipe	80	Lin. Ft.	20.00	1,600.00
36-inch Culvert Pipe	190	Lin. Ft.	30.00	5,700.00
84-inch Culvert Pipe	88	Lin. Ft.	100.00	8,800.00

*Concrete Inlets, Type G-2	2	Each	300.00	600.00
Guardrail, Type 2A	8,300	Lin. Ft.	8.00	66,400.00
Guardrail, Type 3	100	Lin. Ft.	20.00	2,000.00
Guardrail Anchors, Type 1	30	Each	300.00	9,000.00
Extra for Guardrail Bridge Connections	4	Each	200.00	800.00
Rail End Pieces, Type C	30	Each	80.00	2,400.00
Type 1 Fence	2,100	Lin. Ft.	2.50	5,250.00
Extra for Asphalt Approaches	135	Each	50.00	6,750.00
Delineators, Type 2	310	Each	20.00	6,200.00
Delineators, Type 4	20	Each	15.00	300.00
Roadside Seeding and Mulching	9	Acre	600.00	5,400.00
				$ 1,883,735.00

Anticipated Items

Permanent Pavement Striping	All Required	$ 12,200.00
Temporary Pavement Striping	All Required	3,300.00
Temporary Erosion Control	All Required	1,000.00
Construction Survey Work (Extra Work)	All Required	5,500.00
		$ 22,000.00
	Subtotal	$ 1,905,735.00
	Engineering	245,860.00
	Engineering (Construction Survey Work)	40,000.00
	Total	$ 2,191,595.00
Length of Roadway		6.326 mi.
Cost of Roadway Per Mile		$ 202,344.66

*Include in Engineering Cost Only.

Federal Funds (88.15%)	$ 1,931,890.00
State Funds	259,705.00
Total Cost	$ 2,191,595.00

Reimbursement 100; Public Law 97-424, S145 $ 2,191,595.00

Group 1 100%
Contract No. 9694
Prefix: 28-1962
Prefix: 28-1059

Moro-Grass Valley Section
Sherman Highway
Nonparticipating-State Work

3/8"-#10 Material in Stockpile	2,000	Cu. Yd.	10.00	$ 20,000.00
Single Mailbox Supports	13	Each	100.00	1,300.00
State Responsibility for Damages		All Required		3,300.00
				$ 24,600.00

9694

July 23, 1987

CON 5 - #9694

Safeco Insurance Co. of America
4101 SW Kruse Way
Lake Oswego, OR 97034

On July 7, 1987, we wrote to you concerning release of final payment on Contract No. 9694 awarded to Ameada Mining & Construction Co., Inc. for work on the Moro-Grass Valley Section of the Sherman Highway in Sherman County.

Final payment on this contract is $5,592.10 and the total contract amount is $2,267,466.02 including $24,412.58 for work performed under force account.

Fran Neavoll
COMMISSION SERVICES

cgc

cc: Ameada Mining & Construction Co., Inc.
P.O. Box 831
Prineville, OR 97754

bc: C. O. Fredrickson
Walt Hart
Dale Allen

STATE OF OREGON
Highway Division - Maintenance Section

INTEROFFICE MEMO

TO: File

DATE: October 23, 1986

FROM: Steve Littrell
Project Coordinator

SUBJECT: Contracting Out Comparison Projects - Findings
Maintenance Activity 104, Oiling
State Forces: Moro-Grass Valley
Commission Contract: Lyle Gap - Madras

Oiling. Maintenance activity "oiling" consists of applying liquid asphalt and cover aggregate on bituminous (asphalt) roadway surfaces; (1) to seal cracks, (2) rejuvenate dry weathered areas, (3) prolong pavement life, and (4) retard surface deterioration.

According to maintenance performance standards, this work involves a crew of approximately 17 people. Eighteen pieces of equipment are generally used, including dump trucks, rollers, spreader, distributor, sweeper, transport and pickups/pilot car. Average daily production is about 6,500 - 13,000 gallons of liquid asphalt or emulsion and cover aggregate applied to the road surface. One lane at a time is spread (shot), aggregate covered, rolled, and broomed before traffic is allowed back on the surface.

Two projects were selected for comparison of work accomplished by state forces vs. work accomplished by private contracting companies. The two projects were selected due to their similarities in size and scope. The projects are nearly equal in all respects and are good examples for comparison study, such as this.

The contracted out project, Lyle Gap - Madras was a state preservation funded Commission Services contract. J.C. Compton Company, of McMinnville, was the successful bidder with experience at this type of work. Completion time was set for September 15, 1985. The project called for placing approximately 300 tons of asphalt emulsion and 2,200 cubic yards of aggregate on 11.25 centerline miles of The Dalles-California Highway between Lyle Gap and Madras. For comparison purposes, 198,600 square yards of roadway was covered at a total cost (labor, equipment, materials, inspection) of $134,302.82 for a cost per square yard of $0.68. When the state's overhead (preliminary engineering and government-wide overhead) is added to the total cost, the new actual cost is $141,963.18 for a revised cost per square yard of $0.72.

RECEIVED
STATE HWY ENGR
OCT 23 '86
REFER TO
FOR
Init. | Harv. | K/D | D/R | Sign | Act | File

Too many questions
Report should summarize similarities
explain & show or not effect of differences
so clear, readable report leads to easy
understanding & comparison.

81-123-1387

The State Forces portion of the comparison, Moro-Grass Valley, was an existing force order to seal and preserve a 1984 overlay. Maintenance crews from Condon, Moro, and Arlington were used to accomplish the work in August, 1985. The project called for placing approximately 320 tons of asphalt emulsion and 1,600 cubic yards of aggregate on 10.9 centerline miles of the Sherman Highway between Moro and Grass Valley. For comparison purposes, 213,700 square yards of roadway was covered at a total cost (labor, equipment, materials) of $119,800.00 for a cost per square yard of $0.56. When the state's overhead (unit overhead and government-wide overhead) is added to the total cost, the new actual cost is $125,944.10 for a revised cost per square yard of $0.59.

Findings: Maintenance Activity 104, Oiling
State: 59¢ per square yard
Contractor: 72¢ per square yard
(difference of 13¢ per square yard)

NOTE: Supporting documentation attached:

Contract

Revised Cost Summary, 1 page
Cost Summary, 1 page
Memo to file P.E. & C.A. Costs, 1 page
Direct Labor & Overhead Rates, 3 pages
Narrative Report, 2 pages
Semi-final Estimate, 2 pages
Dale Allen memo, 2 pages
Steve Littrell memo, 3 pages

State Forces

Revised Cost Summary, 1 page
Cost Summary, 2 pages
DMS Percentage and Unit Overhead Factors, 2 pages
Direct Labor & Overhead Rates, 3 pages
Narrative Report, 2 pages
State Forces Order #5, 1 page
Dale Allen memo, 2 pages
Daily Extra Gang Reports, 7 pages
Steve Littrell memo, 2 pages

SL:clh

cc: Jack Kalinoski - AGC
Scott Benge - AGC
Don Adams
Jack Sullivan
John Sheldrake
Don Sledge
Roger Olsen

OILING: MAINTENANCE ACTIVITY 104

Contracting Out Comparison Project

Kyle Gulp - Madras

COMMISSION CONTRACT

Total Square Yards 198,600

Total Semi-final Estimated Pay Costs		$134,302.82
1. Actual Labor, Equip. & Materials	$132,307.90	
2. Contract Admin. (Engineering Inspection)	+ 1,994.92	actual or 1 %
	$134,302.82	

Initial Cost Per Square Yard $\frac{\$134,302.82}{198,600}$ = $0.676

Preliminary Engineering P.E. Using *5% on original cost estimate of $149,736 from original authorization total pay costs (semi-final estimate).	$ 7,486.80
Actual Pay Costs (Labor, Equip, Materials) from above	+ $132,307.90
Contract Admin. (Engineering Inspection) from above	+ 1,994.92
³Govm't Wide Overhead Factor (GWOF) .087 X 1,994.92 =	+ 173.56

1. Highway Accounting	.034
2. Legal Services	.004
3. Insurance	.009
4. Central Services	.040
	.087

$141,963.18

Revised Cost Per Square Yard (Contract) $\frac{\$141,963.18}{198,600}$ = $0.715

*Estimated at 5% for "maintenance type" contracts.
(See attached memo to file P.E. & C.A. Costs 6-19-86)
³See attached (3) sheets Direct Labor and Overhead rates 4-15-86.

SL:nj
Rev. 7-14-86
Rev. 10-10-86
7 007

COST SUMMARY
(Excluding "States" Overhead)

CONTRACTING OUT COMPARISON PROJECT
Maintenance Activity 104

OILING - CONTRACTOR

Project: Lyle Gap - Madras C10043 - Jefferson Co.
District 10 Region 4 The Dalles-California Highway

Project Details:

Begin work: 8/15/85 End work: 8/19/85
Length: 11.25 centerline miles
Size: 198,600 square yards
Scope: Place 3/8"-#10 Polymer modified emulsion chip seal over existing highway in 2-12' travel lanes only. (State Preservation Funding.)

Materials: (Bid Items)

1. HFE 100S (Polymer modified emulsion)
Actual quantity used: 228.94 tons
Haul distance: 10 miles
Spread rate: 0.31 gal./sq.yd.
Invoice quantity: 228.94 tons
Bid price per ton: $285.00

2. 3/8"-#10 aggregate (hauling and placing)
Actual quantity used: 2562.50 cu.yds.
Haul distance: 5 miles
Spread rate: 25 lbs./sq.yd.
Truck ticket quantity: 2562.50 cu.yds.
Bid price per cu.yd.: $12.00

Need to Standardize format to show comp. so discuss so evidence same costs included.

3. Temporary protection and direction (includes temporary signs, flaggers, pilot car)

Temporary protection and direction	lump sum	$10,000.00
Temporary signs $4.00/sq.ft. (894 sq.ft)		3,576.00
Flaggers @ $1.00/hr (167.5 hrs)		167.50
Pilot car @ $29.00/hr (83.5 hrs)		2,566.50
		$16,310.00

How do we compare these to our activities?

4. Mobilization lump sum $20,000.00

COST BREAKDOWN

1. Mobilization	$ 20,000.00
2. Temporary protection & direction (sign, flaggers, pilot car)	16,310.00
3. Asphalt Polymer modified emulsion	65,247.90
4. 3/8"-#10 aggregate hauling and placing	30,750.00
Subtotal	$132,307.90
5. Engineering (inspection)	1,994.92
Total Semi-final Pay Costs	**$134,302.82**

SL:nj
10-21-86
9 042

STATE OF OREGON
Highway Division - Maintenance Section

INTEROFFICE MEMO

TO: File

DATE: June 19, 1986

SUBJECT: [redacted] Maintenance Management Percentages

Eighteen Districts of the Highway Division were asked two (2) questions:

1. Of your total maintenance budget (activities 048 and 064)[Column 4], what percent is spent on actual managing the day to day maintenance activities of the district?

2. Of your total maintenance budget (activities 048 and 064)[Column 4], what percent is spent on other activities not related to the actual managing of day to day maintenance activities?

A wide variety of responses was received with a high of 100%/0% to a low of 40%/60%. The average of all 18 districts (including two bridge districts) was 66.8%/33.2% or rounding to 67%/33%.

which is what I

Steve Littrell
Project Coordinator

SL:clh

189-1867

MAINTENANCE UNIT OVERHEAD FACTORS BY DISTRICT
(Revised) 4-29-86

Source: ODOT/Highway Division - Maintenance Section
Report MM-103 Maintenance Management System
02-18-86 Maintenance Workload and Performance Budget
Fiscal Year 1985-86

REGION	DISTRICT	1/ ADMIN. COSTS	2/ DIRECT LABOR TOTAL	3/ UNIT OHF* w/o DMS	4/ DMS COSTS	5/ DMS/OHF*	6/ COMBINED DMS/OHF*
1	Reg. Crews	$ 12,880**	$ 491,897	.026	$		
	2A	260,970	1,866,000	.140	213,213	.114	.254
	2B	515,962	1,430,766	.361	416,526	.291	.652
	2C	330,793	1,573,466	.210	299,659	.190	.400
	21	97,950**	1,117,070	.088	160,355	.144	.232
	TOTALS	$1,218,555	$6,479,199	.188	$1,089,753	.168	.356
2	Reg. Crews	$ 110,690	$ 327,931	.338	$		
	1	170,407**	1,463,318	.116	144,677	.099	.215
	3	265,492**	2,146,601	.124	335,810	.156	.280
	4	309,156**	1,878,354	.165	332.422	.177	.342
	22	296,225	714,321	.415	167,019	.234	.649
	TOTALS	$1,151,970	$6,530,525	.176	$ 979,928	.150	.326
3	Reg. Crews	$ 3,220**	$ 165,954	.019	$		
	5	342,903	1,583,405	.217	196,521	.124	.341
	6	198,706	1,632,291	.122	229,980	.141	.263
	7	151,917	1,558,539	.097	180,706	.116	.213
	8	459,379	1,887,689	.243	302,845	.160	.403
	TOTALS	$1,156,125	$6,827,878	.169	$ 910,052	.133	.302
4	Reg. Crews	$ 23,702	$ 115,604	.205	$		
	9	307,647	1,240,197	.248	220,998	.178	.426
	10	144,912	1,455,624	.010	214,084	.147	.157
	11	558,160	1,687,292	.331	339,369	.201	.532
	TOTALS	$1,034,421	$4,498,717	.230	$ 774,451	.172	.402
5	Reg. Crews	$ 6,032**	$ 143,339	.043	$		
	12	331,634	1,476,140	.225	250,954	.170	.395
	13	269,348	1,395,169	.193	199,230	.143	.336
	14	483,872	1,563,542	.309	249,330	.159	.468
	TOTALS	$1,090,886	$4,578,190	.238	$ 699,514	.153	.391
STATEWIDE GRAND TOTALS (All Crews)		$5,651,957	$28,914,509	.195	$4,453,698	.154	.349

*Overhead Factor.
**No bldg. & grounds maint. (Act. 191) budgeted in these crews.

1/ Total unit costs for labor, materials, equipment for Activities 191, 194-196 (only).
2/ Total requirement direct labor costs for entire unit (does not include admin. labor costs from 1/ above).
3/ Unit overhead factor 1/ + 2/ (excluding DMS).
4/ Total costs for DMS for Activities 048 and 064 (only).
5/ DMS unit overhead factor 4/ + 2/.
6/ Combined overhead factor unit and DMS 3/ + 5/.

NOTE: Indirect costs budgeted at (2%) are not included in this report.

SL:nj

Report MM-103 Maintenance Management System
02-18-86 Maintenance Workload and Performance Budget
Fiscal Year 1985-86

REGION	DISTRICT	1/ ADMIN. COSTS	2/ DIRECT LABOR TOTAL	3/ UNIT OHF* w/o DMS	4/ DMS COSTS	5/ DMS/OHF*	6/ COMBINED DMS/OHF*
1	Reg. Crews	$ 12,880**	$ 491,897	.026	$		
	2A	260,970	1,866,000	.140	213,213	.114	.254
	2B	515,962	1,430,766	.361	416,526	.291	.652
	2C	330,793	1,573,466	.210	299,659	.190	.400
	21	97,950**	1,117,070	.088	160,355	.144	.232
	TOTALS	**$1,218,555**	**$6,479,199**	**.188**	**$1,089,753**	**.168**	**.356**
2	Reg. Crews	$ 110,690	$ 327,931	.338	$		
	1	170,407**	1,463,318	.116	144,677	.099	.215
	3	265,492**	2,146,601	.124	335,810	.156	.280
	4	309,156**	1,878,354	.165	332.422	.177	.342
	22	296,225	714,321	.415	167,019	.234	.649
	TOTALS	**$1,151,970**	**$6,530,525**	**.176**	**$ 979,928**	**.150**	**.326**
3	Reg. Crews	$ 3,220**	$ 165,954	.019	$		
	5	342,903	1,583,405	.217	196,521	.124	.341
	6	198,706	1,632,291	.122	229,980	.141	.263
	7	151,917	1,558,539	.097	180,706	.116	.213
	8	459,379	1,887,689	.243	302,845	.160	.403
	TOTALS	**$1,156,125**	**$6,827,878**	**.169**	**$ 910,052**	**.133**	**.302**
4	Reg. Crews	$ 23,702	$ 115,604	.205	$		
	9	307,647	1,240,197	.048	220,998	.178	.426
	10	144,912	1,455,624	.010	214,084	.147	.157
	11	558,160	1,687,292	.331	339,369	.201	.532
	TOTALS	**$1,034,421**	**$4,498,717**	**.230**	**$ 774,451**	**.172**	**.402**
5	Reg. Crews	$ 6,032**	$ 143,339	.043	$		
	12	331,634	1,476,140	.225	250,954	.170	.395
	13	269,348	1,395,169	.193	199,230	.143	.336
	14	483,872	1,563,542	.309	249,330	.159	.468
	TOTALS	**$1,090,886**	**$4,578,190**	**.238**	**$ 699,514**	**.153**	**.391**
STATEWIDE GRAND TOTALS (All Crews)		**$5,651,957**	**$28,914,509**	**.195**	**$4,453,698**	**.154**	**.349**

*Overhead Factor.
**No bldg. & grounds maint. (Act. 191) budgeted in these crews.

1/ Total unit costs for labor, materials, equipment for Activities 191, 194-196 (only).
2/ Total requirement direct labor costs for entire unit (does not include admin. labor costs from 1/ above).
3/ Unit overhead factor 1/ + 2/ (excluding DMS).
4/ Total costs for DMS for Activities 048 and 064 (only).
5/ DMS unit overhead factor 4/ + 2/.
6/ Combined overhead factor unit and DMS 3/ + 5/.

NOTE: Indirect costs budgeted at (2%) are not included in this report.

SL:nj
v. 2-20-86
4-29-86

(Act. 193 removed from Admin. Costs)

cc: Districts

Activity Codes
048 Dist. Maint. Supv. (Supervision)
064 Dist. Maint Supv. (Utilities)
191 Building & Grounds Maint.
193 Field Supervision
194 Transport Equip. & Repairs
195 Equipment Services & Repairs
196 Training & Meetings

HIGHWAY MAINTENANCE CONTRACTING OUT STUDY
CALCULATION OF [redacted]
HIGHWAY DIVISION 85-87 BIENNIUM BUDGET

		TOTAL SALARY AND OPE	DIRECT LABOR
Administration		3,955,126	
Data Entry		763,807	
Materials Testing Lab (ISF - 90% Construction)		2,501,194	
Rental Equipment Fleet (ISF - 90% Maintenance)		1,459	
Fuel Inventory (" - " ")		15,657	
Equipment Repair Shops (" - " ")		8,712,904	
Sign Shop (" - " ")		681,121	
Supply Operations (" - " ")		1,895,548	
Traffic Signal Services(" - " ")		1,102,223	
Subtotal		19,629,039	
CONSTRUCTION			
Federal Aid Projects		38,754,284	38,754,284
State Projects	(80% Direct)	3,488,670	2,790,936
Construction Branch		1,828,039	
Regions		4,888,075	
Computer Aided Drafting	(80% Direct)	207,013	165,610
State Traffic Projects	(80% Direct)	3,076,786	2,461,430
Technical Services			
(Federal Aid		15,083,492	15,083,492
State P.E.		3,300,000	3,300,000
P.E. Organization		5,173,962	
Other	(80% Direct)	124,610	99,688
R/W Administration		1,393,313	
R/W Field	(80% Direct)	880,312	704,250
F/A R/W		4,812,259	4,812,259
State Construction R/W	(80% Direct)	100,000	80,000
Property Management R/W	(80% Direct)	1,105,000	884,000
Outdoor Advertising	(80% Direct)	12,000	9,600
Planning		509,995	
Research		311,645	
HPR F/A		3,766,096	3,766,096
Total Construction		88,815,551	
MAINTENANCE			
Engineer		1,629,840	
Region Engineer		455,917	
District Supervisor		5,518,202	
Operations	(MMS Budget...see page 2)	70,097,525	52,692,310
Permits	(Represented)	937,900	597,573
Weighmasters	(Represented)	6,325,701	5,215,591
Communications		1,499,927	
Total Maintenance		86,465,012	
T 1 Net Personal Service 85-87 Budget		$194,909,602	$131,541,729

Calculation of Maintenance Operations Direct Labor

2/86 Maintenance Workload and Performance Budget 85-86

		Percent
Total labor in operations	$33,514,630	100.00%
Total supervision and support labor included	8,321,400	24.83%
Net direct labor in operations	$25,193,230	75.17

85-87 Highway Division Legislative Approved Budget

Total labor in operations	70,097,525
Supervision and support (24.83% above)	17,405,215
Net direct labor in operations	$52,692,310

Calculation of Overhead Rates

Highway Accounting

Total Highway accounting 85-87 budget	4,481,711
Total direct labor 85-87 budget	131,541,729
Overhead rate per direct labor dollar	.03407

Legal Services

Total indirect legal services 85-87 budget (not direct charge)	524,400
Total direct labor 85-87 budget	131,541,729
Overhead rate per direct labor dollar	.00398

[redacted]

Highway Division 85-87 Budget

Administration	1,129,191
Construction	19,483
Maintenance operations ($52,700 in Admin.)	--------
Internal Service Funds ($2,154,698 dir. chg.)	--------
Total indirect Insurance 85-87 budget	1,148,674
Total direct labor 85-87 budget	131.541.729
Overhead rate per direct labor dollar	[redacted]

Central Services Assessment

Total transfer to Central Services for services not direct charged (Personnel, EDP, Budget, Planning, etc.) 85-87 Budget	5,324,894
Total direct labor 85-87 budget	131.541.729
Overhead rate per direct labor dollar	[redacted]

STATE OF OREGON
Highway Division - Maintenance Section

INTEROFFICE MEMO

TO: File

DATE: June 19, 1986

SUBJECT: P.E. and C.A. Costs on Maintenance Contracts

Scope: To fairly compare costs of contracting-out maintenance activities the (P.E.) preliminary engineering on (P.S. & E.) plans, specs, and engineering costs must be added to the contract bid price.

Additionally, the costs of (C.A.) contract administration or (inspection and final reporting). Also, must be added to the contract bid price.

These three elements P.E. and bid price and C.A. total the comparable cost in like work done by state forces.

P.E. COSTS:

Generally, P.E. costs lower as the size or cost of the project increases, and conversely, rise as the size or cost of the project decreases. Therefore, from a quick determination of past costs, our Final Design Unit suggests using:

Size of Project ($)	% of Cost for P.E.
0 - $50,000.00	15%
50,000.00 - 100,000.00	10%
100,000.00 - +	5%

C.A. COSTS

Generally, C.A. costs are just the opposite trend of P.E. costs. As the size or cost increase so does the engineering (inspection, finalization) and vice versa. Therefore:

Size of Project ($)	% of Cost for C.A.
0 - $50,000.00	5%
50,000.00 - 100,000.00	10%
100,000.00 - +	15%

Steve Littrell
Project Coordinator

SL:clh

HIGHWAY MAINTENANCE CONTRACTING OUT STUDY
CALCULATION OF DIRECT LABOR AND OVERHEAD RATES
HIGHWAY DIVISION 85-87 BIENNIUM BUDGET

4-15-86

		TOTAL SALARY AND OPE	DIRECT LABOR
Administration		3,955,126	
Data Entry		763,807	
Materials Testing Lab (ISF - 90% Construction)		2,501,194	
Rental Equipment Fleet (ISF - 90% Maintenance)		1,459	
Fuel Inventory (" - " ")		15,657	
Equipment Repair Shops (" - " ")		8,712,904	
Sign Shop (" - " ")		681,121	
Supply Operations (" - " ")		1,895,548	
Traffic Signal Services(" - " ")		1,102,223	
Subtotal		19,629,039	
CONSTRUCTION			
Federal Aid Projects		38,754,284	38,754,284
State Projects	(80% Direct)	3,488,670	2,790,936
Construction Branch		1,828,039	
Regions		4,888,075	
Computer Aided Drafting	(80% Direct)	207,013	165,610
State Traffic Projects	(80% Direct)	3,076,786	2,461,430
Technical Services			
Federal Aid		15,083,492	15,083,492
State P.E.		3,300,000	3,300,000
P.E. Organization		5,173,962	
Other	(80% Direct)	124,610	99,688
R/W Administration		1,393,313	
R/W Field	(80% Direct)	880,312	704,250
F/A R/W		4,812,259	4,812,259
State Construction R/W	(80% Direct)	100,000	80,000
Property Management R/W	(80% Direct)	1,105,000	884,000
Outdoor Advertising	(80% Direct)	12,000	9,600
Planning		509,995	
Research		311,645	
HPR F/A		3,766,096	3,766,096
Total Construction		88,815,551	
MAINTENANCE			
Engineer		1,629,840	
Region Engineer		455,917	
District Supervisor		5,518,202	
Operations	(MMS Budget...see page 2)	70,097,525	52,692,310
Permits	(Represented)	937,900	597,573
Weighmasters	(Represented)	6,325,701	5,215,591
Communications		1,499,927	
Total Maintenance		86,465,012	
Total Net Personal Service 85-87 Budget		$194,909,602	$131,541,729

Calculation of Maintenance Operations Direct Labor

2/86 Maintenance Workload and Performance Budget 85-86		Percent
Total labor in operations	$33,514,630	100.00%
Total supervision and support labor included	8,321,400	24.83%
Net direct labor in operations	$25,193,230	75.17

85-87 Highway Division Legislative Approved Budget	
Total labor in operations	70,097,525
Supervision and support (24.83% above)	17,405,215
Net direct labor in operations	$52,692,310

Calculation of Overhead Rates

Highway Accounting

Total Highway accounting 85-87 budget	4,481,711
Total direct labor 85-87 budget	131,541,729
Overhead rate per direct labor dollar	.03407

Legal Services

Total indirect legal services 85-87 budget (not direct charge)	524,400
Total direct labor 85-87 budget	131,541,729
Overhead rate per direct labor dollar	.00398

II([illegible] (Undistributed)

Highway Division 85-87 Budget

Administration	1,129,191
Construction	19,483
Maintenance operations ($52,700 in Admin.)	--------
Internal Service Funds ($2,154,698 dir. chg.)	--------
Total indirect Insurance 85-87 budget	1,148,674
Total direct labor 85-87 budget	131,541,729
Overhead rate per direct labor dollar	.00873

Central Services Assessment

(Total transfer to Central Services for services not direct charged (Personnel, EDP, Budget, Planning, etc.) 85-87 Budget	5,324,894
Total direct labor 85-87 budget'	131,541,729
Overhead rate per direct labor dollar	.04048

NARRATIVE REPORT

Lyle Gap - Madras Section
The Dalles - California Highway
Contract # 10043 August 1985

SCOPE

This project was for placing a chip seal on a portion of The Dalles-California Highway using a polymer modified emulsified asphalt and a 3/8" to #10 rock chip. The project was funded by the State Preservation program. The rock was produced and stockpiled under a separate contract. Emulsion was HFE 100 S "Sty-relf" supplied by Pacific Emulsions plant at Madras. The contractor, J.C. Compton Co., was experienced in chip seal work and came to the project from a similar job using the same polymer modified emulsion.

TRAFFIC CONTROL

The specifications required that the work area be restricted to 3 centerline miles unless a traffic control plan was approved. A plan to use 2 pilot cars was approved and permitted the contractor to work 3.75 centerline miles. This provided shorter delays for traffic and allowed the project to be finished in 3 days reducing the overall impact to the traveling public.

ROADWORK

The project was started August 15th and the temperatures were well above the 65° specified. Equipment was as specified and in well-maintained operating condition. Pre-construction computations provided an asphalt application rate of 0.33 gallons per square yard and 0.009 cubic yards (19 lbs.) per square

yard of cover coat aggregrate. This was later adjusted to 0.31 gallons per square yard and 0.011 cubic yards (25 lbs.) per square yard. Another 0.002 cubic yards per square yard were added as a dry key over the project when some bleeding and picking of rock occured.

Rolling was accomplished with the two 3 wheeled steel rollers. Because no pre-leveling or patching had been done to the roadway, the steel rollers were unable to get into the traffic ruts. Pilot lines were routed over the seal sooner than would usually be allowed to help get some rolling in the ruts. This created some problems with picking rock at first but when the pilot cars were slowed and a 2 hour minimum was imposed before the piloted traffic was routed over the seal, it accomplished the objective.

COMMENTS

The Polymer Modified Emulsified Asphalt is very sticky product that adheres to the rock chip quickly. The project was broomed the morning following placement. After this initial brooming, very little or no loose rock was present. This is an important factor when seal coating in areas with high traffic volumes. The cost-to-benefit ratio of the product is being studied by others.

A specification for a pneumatic roller should be included. Rutting and other deformities are often a characteristic of our highways and pre-leveling or patching, however desirable, cannot always be done

OREGON STATE HIGHWAY DIVISION — 11/05/85

SECTION: LYLE SAP-MADRAS
HIGHWAY: THE DALLES-CALIFORNIA
COUNTY: JEFFERSON
TYPE WORK: PAVEMENT SEALING

SPECIFIED COMPLETION
A) 09-15-85
B)
C)

EXTENSION — APPROVED — USED

CONTRACT NO. C10843
F.A.P.
S.A. C10843
AWARDED 05 14 85
ESTIMATE NO 002

WORK DONE TO:
ESTIMATED DATE OF COMPLETION:

CONTRACTOR J. C. COMPTON COMPANY

SEMI-FINAL

ITEM NO.	ITEM NAME / UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT	PERFORMED TO DATE 05/00/00 QUANTITY	PERFORMED TO DATE 05/00/00 AMOUNT	TO COMPLETE 05/00/00 QUANTITY	TO COMPLETE 05/00/00 AMOUNT		PERFORMED SINCE LAST ESTIMATE QUANTITY	AMOUNT
00001	D ALLEN REGN ENGR										11		
00002	ROGER OLSON DHS PROJECT MANAGER										11		
001	MOBILIZATION LUMP SUM	200000000	100000	2000000	100000	2000000	100000	2000000			90		
002	TEMPORARY PROTECTION AND DIR OF TRAFFIC LUMP SUM	100000000	100000	1000000	100000	1000000	100000	1000000			90		
003	TEMPORARY SIGNS SQ FT	40000	759000	303600	894000	357600	894000	357600			90		
004	FLAGGERS HOUR	10000	450000	45000	167500	16750	167500	16750			90		
005	PILOT CAR HOUR	290000	150000	435000	88500	256650	88500	256650			90		
00599	ROADWORK										90		
006	ASPH POLYMR MODIF EMULSIF ASPH CHIP SEALTON	2850000	300000	8550000	228840	6524790	228840	6524790			90		

OREGON STATE HIGHWAY DIVISION — 11/05/85

SECTION LYLE GAP—HADRAS
HIGHWAY THE DALLES-CALIFORNIA
COUNTY JEFFERSON
TYPE WORK PAVEMENT SEALING

SPECIFIED COMPLETION A) 09-15-85 B) C)
EXTENSION — APPROVED — USED

CONTRACT NO. C10043
F.A.P.
E.A. C10043
AWARDED 05 14 85
ESTIMATE NO. 002
WORK DONE TO:
ESTIMATED DATE OF COMPLETION:

CONTRACTOR J. C. COMPTON COMPANY
SEMI-FINAL

ITEM NO.	ITEM NAME / UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT	PERFORMED TO DATE 05/00/00 QUANTITY	PERFORMED TO DATE 05/00/00 AMOUNT	TO COMPLETE 05/00/00 QUANTITY	TO COMPLETE 05/00/00 AMOUNT		PERFORMED SINCE LAST ESTIMATE QUANTITY	PERFORMED SINCE LAST ESTIMATE AMOUNT
007	HAULING AND PLACING AGGREGATES CU YD	120000	2200000	2640000	2562500	3075000	2562500	3075000			90		
	TOTALS FOR ORIG. CONTRACT			14973600		13230700		13230700					
	TOTALS ALL EXCEPT F.A.					13230700		13230700					
	• TOTAL PAY COSTS			14973600		13230700		13230700					
	ADD. ANTICIP. ITEMS												
94001	PERM PAVEMENT STRIPING			1180000		1180000				1180000	90		
94002	REMOVE TEMP PVMT MARKERS			50000		50000				50000	90		
98999	CONTINGENCIES			729152									
99999	ENGINEERING			1458324		199492		199492					
	GRAND TOTALS			18391076		14660282		13430282		1230000			

RESIDENT ENGINEER ——— DATE ——— DIVISION ENGINEER ——— DATE ———

STATE OF OREGON

INTEROFFICE MEMO

TO: Don Adams
Maintenance Engineer

DATE: October 28, 1985

FROM: Dale D. Allen
Region Engineer

SUBJECT: Seal Costs
Contract vs. State

For my own information, we worked up the attached cost comparison of the Contract vs. State Force Seals on US 97 north of Madras.

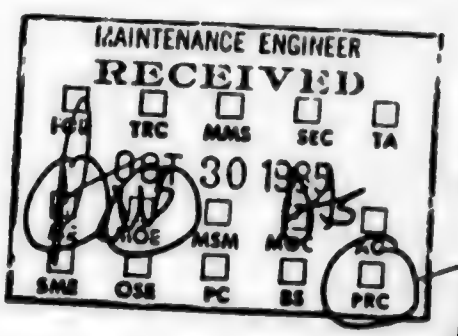
This information may assist you in the comparison you have to do on contract maintenance. One item we overlooked were the PE costs for the contract seal. If our figures are correct, the contract seal was 50% more expensive.

The jobs were nearly identical in scope.

DA:mr

encl

cc: DMS's w/encl
Duane Christensen-FYI w/encl



This will probably be the best we get.

COST COMPARISON

STATE FORCES VS COMMISSION CONTRACTS

Polymer Modified Emulsion Chip Seal

STATE FORCE SEAL Mesa - Green Valley

Centerline Miles--10.9
Total Square Yards--213,700
Emulsion Haul--70 miles; Aggregate Haul--4.3 miles

Project Costs	%	Cost	Cost/Sq. Yd.
Flagging & Brooming (Includes Night Traffic Control)	5%	$ 5,684	$ 0.027
Night Traffic Control	(2%)	($ 2,107)	($ 0.010)
HFE 100S--$273.65/Ton	64.5%	$ 77,343	$ 0.362
Aggregate--$10.65/C.Y.	17%	$ 20,490	$ 0.096
Labor	7%	$ 8,823	$ 0.041
Equipment	5.5%	$ 6,637	$ 0.031
Temporary Centerline Markers	1%	$ 823	$ 0.004
TOTAL	100%	$119,800	$ 0.560

CONTRACT SEAL Lyle Gap - Medras

Centerline Miles--11.25 miles
Total Square Yards--198.600
Emulsion Haul--10 miles; Aggregate Haul--5 miles

Project Costs	%	Cost	Cost/Sq. Yd.
Mobilization	11.5%	$ 20,000	$ 0.101
Temporary Protection (Includes Signing, Flagging, & Pilot Car)	10.5%	$ 17,817	$ 0.090
HFE 100S--$2.85/Ton	38%	$ 65,248	$ 0.328
Hauling & Placing Aggregate--$12/C.Y.	17%	$ 29,748	$ 0.150
Aggregate (State Furnished)--$15/C.Y.	21.5%	$ 37,185	$ 0.187
Inspection	1.5%	$ 2,500	$ 0.013
TOTAL	100%	$172,498	$ 0.868

/
JG:br

10/10/85

[illegible] REPORT

MORO-GRASS VALLEY

SEAL

Project consisted of placing a 3/8"-#10 Polymer modified emulsion chip seal over 10.9 miles of new aphaltic concrete pavement that was placed on US 97 between Moro and Grass Valley in 1984 by contract.

Placement of the seal began on the North end of project 7/29/85, at Moro and progressed Southerly towards Grass Valley. A problem was experienced due to our scheduled plan with Arrow Transportation to provide two semi tankers with trailers to haul the emulsion from Madras to the project. The first driver had worked too many hours and we had to wait for the second driver to bring the third load of the day. The result of this was a long idle wait in the afternoon and 2½ hours overtime for the crew. We also experienced problems with traffic picking up the emulsion on the meet line in hot weather when they had to cross it.

On 7/30, we experienced rain for about 3 hours starting about mid-morning and were able to place only two loads of emulsion instead of 3 loads as planned. The panels that were placed prior to the rain appeared to be severly damaged from moisture floating the emulsion up on the aggregate, however, to date the damage appears minimal and except for spots of flushing, the area looks normal.

Project was completed on 7/31 in regards to placing the emulsion and aggregate. Showers and the threat of rain, also, was present this date and, here, again, some flushing was experienced because of the showers. While any emulsion will react with water, the high float type appears to be more susceptible to damage or ill effects from moisture than do the cationic emulsions.

Sweeping was completed on 8/1 as well as hand patching of misses and tire marks.

Traffic was controlled by flaggers and pilot vehicles on a 24 hour basis by two twelve hour shifts until excess aggregate was removed the following A.M. Some emulsion on vehicles was evident after they ran through a meet line, however, we did not receive any damage complaints or claims.

The seal was shot full width of the pavement except for guardrail flares and all tapers into and leaving passing lanes were covered. Due to some flushing on the pavement surface prior to the seal an application rate of .32 gal. per sq. yd. was selected and the actual average was .3227 when complete, 3/8"-#10 aggregate was placed at about .009 of cu. yd. per sq. yd. or 23 lbs of aggregate per sq. yd. of surface area.

Signing was provided as outlined by Steve Littrells memo of 8/8/85.

Costs were documented on Extra Gang Reports for the project. Itemized breakdown listed below:

RAM ROT RAS FAS
RTS RECEIVED GEO
RUS OCT 15 1985 RDS
RSO REGION 4 RBI

State Force Seal
Center line Miles - 10.9 miles
Total Sq. Yd 213,700 sq yd
Emulsion haul 70 miles, Aggregate 4.3 miles.

Project Cost	To marsh .5%		Cost/Sq Yd
		$119,800	
✓ Flagging & Brooming (includes night traffic control)	4.74%	5,684	$0.027
✓ * Night Traffic Control	(1.76)%	(2,107)	($0.010)
HFE 100S 68,761 Gal. 28.63 Ton Cost/Ton $273.65	64.56 %	77,343	$0.362
Aggregate - 1923 CY Cost/C.Y. $10.65	17.10 %	20,490	$0.096
✓ Labor (Oiling)	7.37	8,823	$0.041
✓ Equipment (Oiling)	5.54	6,637	$0.031
*Temporary Centerline Markers	0.69	823	✓ $0.004
		119,800	$0.560/Sq Yd

*Note: Temporary centerline markers were placed every 40' on centerline only as white markers were not available for the passing lanes.

Two hundred thirteen thousand seven hundred square yards of surface was covered for an average cost of $.56 per square yard. Average haul on emulsion was 70 miles and aggregate about 4.3 miles.

DWS:ef

cc: Dale Allen ✓
Steve Littrell
Dennis Stephens

✓ see general notes

STATE OF OREGON
HIGHWAY DIVISION - MAINTENANCE

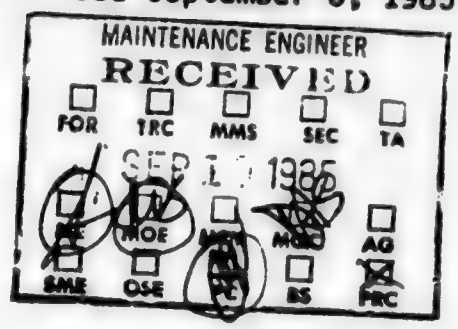
Contr. Out

INTEROFFICE MEMO

TO: MEMO TO FILE

DATE: August 6, 1985
Revised September 6, 1985

FROM: Steve Littrell
Projects Coordinator



SUBJECT: Comparison Project-Contracting Out
[redacted] (State Forces) SFO #5
Sherman Highway
Sherman County, Contract #9694

On Tuesday July 30th, 1985 an informational visit was made to the project site. Steve Littrell and Dennis Stephens of Maintenance Headquarters - Salem, met with Don Sledge, Assistant District 9 Maintenance Supervisor and Mark Phillips, Maintenance Foreman of Condon.

SCOPE

The Project calls for repairing and correcting deficiencies in the paved surface and placing a type 0-31 Asphalt Macadam Wearing Course from M.P. 18.57 to M.P. 29.40. This section was reconstructed in the fall of 1984 (contr. #9694) and the planned typical section calls for a future wearing course by others.

Materials are estimated at 323 tons of Emulsified Asphalt, 1,575 cubic yards of 3/8" - 10 aggregate, and 25 tons of A.C. mix, for a total estimated material cost of $107,580.00. Equipment and labor costs are estimated to be $5,430.00 and $9,950.00 respectively. The total estimated project cost is $122,960.00 Corrective work prior to sealing shall be as provided in section 105.12 of the Standard Highway Specifications, 1974.

FINDINGS

Temporary Protection and Direction of Traffic ADT = 1700

Two post mounted "Road Construction Ahead" (48 x 48) signs were placed at each end of the project. Flasher units were not used with these signs. Ten (10) post mounted "Construction Speed 40 MPH" (30 x 36) and ten (10) "Do Not Pass" signs were placed thoughout project length (no flasher units attached).

The work areas were delineated with a set of three tri-pod mounted (36 x 36) signs - some with flags attached. The signs were: "Roadwork Ahead", "Be Prepared to Stop", and "Flagger Ahead".

A properly attired flagger at each end of the work area (approximately 2-3 miles) and pilot car were used for a 12 hour shift, with full 24 hour coverage.

Some problems with traffic control were encountered when impatient drivers would try to pass others, or the pilot car would be too far ahead and drivers were confused as to which lane to follow. A possible solution would be to have another flagger stationed in the middle of the work area, but this might not be feasible, since the sealing operation moves quite fast.

APPLICATION OF EMULSION/CHIP SEAL
(7/29/85)

The work began in the a.m. after a 3 hour delay waiting for the oil to arrive. The haul distance for the emulsion is approximately 100 miles. About 105 tons of "Styrelf" emulsion at 160° F was placed by a private distributor at a rate of 0.32 gal./sq. yards. The project is estimated at 229,000 sq. yds. with 323 estimated tons of Styrelf emulsion.

Flexible plastic centerline reflectors (spaced approximately 40 ft.) are placed prior to applying the emulsion.

The aggregate used is 3/8" - #10 from a state stockpile (haul distance 4.3 miles) and placed by a spreader fed with approximately 5-6 10 yd. dumps. Compaction is attained after several passes with 2 - 10 ton tandem steel rollers.

The first 2 miles of the project had to be dry keyed with aggregate due to lack of enough aggregate on the first shot. Bleeding through of emulsion was evident under heavy truck load after the first application. More aggregate was used on future applications. The work crew is on per diem and 10 hour/day shifts. The Moro crew is not on per diem.

(7/30/85)

Chip Seal operation shut down from noon to 2:30 p.m. due to inclement weather. Some concern was expressed if the emulsion would "set up" due to this rain. Work should end on 7/31/85 or a.m. 8/1/85. Brooming of excess aggregate occurs generally at daylight the next day.

Note: Corrective work (Blade Patching) performed previously by Maintenance Forces and appears to be suitable for applying chip seal.

RECOMMENDATIONS

1. Seems to be more economical to apply a little more aggregate at first, than to have to come back and add additional aggregate later.

2. Obtain emulsion sample for compliance check test.

SL:llb

cc: Don Adams
Don Sledge
Roger Olsen
C.O.M.A. File

STATE OF OREGON

INTEROFFICE MEMO

TO: ✓ Roger Olson
Joe Diddock

DATE: August 20, 1985

SUBJECT: Contracting Out - Comparison Project - Dyle Gap to Madras
The Dalles/California Highway, Jefferson County

Please review the attached rough draft for Memo to File on field trip taken by me, Steve Littrell, on Friday, August 16, 1985.

Please add or delete any information you wish and return to me as soon as possible.

Thank you for your assistance and prompt attention.

Steve Littrell
Projects Coordinator

SL: srh

cc: Don Adams
Dick Nelson
Jerry Thackery

REC'D
DIST. BEND
AUG 1 1985
DE ADE HMO MCE

MAINTENANCE ENGINEER
RECEIVED
TCM TEC ACMS SEC TA
DEC 16 1985
PM PCE MSM MOC MO
SME OSE PC BS PPC

OILING NOTES: MAINTENANCE ACTIVITY 104

Contracting Out Comparison Project

STATE FORCES

Total Square Yards 213,700
Total Reported Costs (Labor, Equipment, Materials) (From grand total Extra Gang report 8-1-85) $119,800.00

Initial Cost Per Square Yard $\frac{\$119,800.00}{213,700} = \$0.561$

Overhead Factor for Work Unit

*1. Districtwide (Dist. 9)		.248
*2. DMS Office	.178	
[2]a. Less 33% (Actual Maint. Supv.)	-.059	
Revised DMS Office		.119
Total Unit Overhead Factor		.367

Total Direct Labor Costs

1. Per Diem + Labor	$9.395.07
2. 52% Load to Labor	4,126.53
	$13,521.60

Unit Overhead Factor Applied to Total Direct Labor $13,521.60 X .367 (+) 4,967.72

[3]Government-wide Overhead Factor (GWOF)

1. Highway Accounting	.034
2. Legal Services	.004
3. Insurance	.009
4. Central Services	.040
	.087

GWOF Applied to Direct Labor $13,521.60 X .087 (+) 1,176.38

$125,944.10

Revised Cost Per Square Yard (State) $\frac{\$125,944.10}{213,700} = \$0.589$

*See attached sheet "Unit Overhead Factors by District" 4-29-86.
[2]See attached sheet "DMS Actual Maint. Supv. Percentages" 6-19-86.
[3]See attached (3) sheet Direct Labor and Overhead Rates 4-15-86.

SL:nj
Rev. 7-14-86
Rev. 10-10-86
7 006

COST SUMMARY
(Excluding Overhead)

CONTRACTING OUT COMPARISON PROJECT
Maintenance Activity 104

OILING - STATE FORCES

Project: Moro - Grass Valley C09694 - Sherman Co. - District 9, Region 4
Sherman Highway SFO No. 5

Project Details:

Begin work: 7/29/85 End work: 8/1/85
Length: 10.9 centerline miles
Size: 213,700 square yards
Scope: Place 3/8" #10 Polymer modified emulsion chip seal over new (1984) AC overlay.

Materials: 1. HFE 100S (Polymer modified emulsion)
Actual quantity used: 68,961 gallons (282.63 tons)
Haul distance: 70 miles
Spread rate: 0.3227 gal./sq.yd.
Invoice quantity (amt. pd.): 271.38 tons
Invoice price per ton: $285 delivered (includes moorage and freight)

2. 3/8" #10 Aggregate
Actual quantity used: 1923 cu.yds.
Haul distance: 4.3 miles
Spread rate: 23 lbs./sq.yd.
Truck ticket quantity (amt. pd.): 2049 cu.yds.
Paid price per ton: $10 (in stockpile)

3. Yellow Centerline Marker Tabs
Spacing: 40 feet
Quantity used: 1444
Invoice price each: $0.57

4. Distributor Trucks

Actual quantity used: 35.75 hrs.
Invoice price per hour: $55

COST BREAKDOWN

I. Labor and Per Diem $9395.07

Date	Labor	Per Diem	Total
7/29/85	$2330.01	$ 420.00	$2750.01
7/30/85	2297.06	431.00	2728.06
7/31/85	2163.31	425.50	2588.81
8/1/85	1145.19	183.00	1328.19
	$7935.57	$1459.50	$9395.07

II. . Industrial Accident, Insurance, Vacation & Sick Leave **$4126.49**

Date	52% of Labor
7/29/85	$1211.60
7/30/85	1194.47
7/31/85	1124.92
8/1/85	595.50
	$4126.49

All
*Subtotal (Labor) Costs **$13,521.56**

III. Equipment Rental **$5644.50**

Date	Charges
7/29/85	$1843.00
7/30/85	1735.00
7/31/85	1660.00
8/1/85	406.50
	$5644.50

All
*Subtotal (Equipment) Costs **$5644.50**

IV. Supplies and Materials **$100,622.63**

Date	HFE 100	AGGR	Tabs	Dist. Truck	Total
7/29/85	$30,001.95	$ 7740.00	$348.27	$ 715.00	$ 38,805.22
7/30/85	20,095.35	4950.00	205.20	632.50	25,883.05
7/31/85	27,246.00	7800.00	269.61	618.75	35,934.36
8/1/85	-	-	-	-	-
	$77,343.30	**$20,490.00**	**$823.08**	**$1966.25**	**$100,622.63**

All
Subtotal (Materials) Costs **$100,622.63**

TOTAL DIRECT COSTS [Labor + Equipment + Materials] **$119,788.69**

*General labor and equipment cost information included in above data.

1. Night traffic control $2,107 ±
2. Flagging & brooming (excluding night traffic control) $3,577 ±
3. Oiling - Labor $8,823 ±
4. Oiling - Equipment $6,637 ±

SL:nj
10-08-86
9 034

DAILY REPORT OF EXTRA GANG CREW No. 04-4102 / 04-4103 Date 7/22/85

Permanent Headquarters London Temporary Headquarters Mare Foreman Mark R Phillips

	Job "Prefix"	Amount Auth.	Work Description	Highway No. and Mile Poi
1st Job:	C-09654	$22,910.00	Seal H/C Joint Hwy 42	42 - 18.44
2nd Job:		$	MP 18.57 to 23.40 -	23.07
3rd Job:		$	Cover with 3/4" #10 Rock -	

PERSONNEL—List foremen first, others in alphabetical order

First name	Initial	Last name	Hwy. Dept. Title	Hours	Rate	Labor Amt	Per Diem Amt	LABOR AND PER DIEM AMOUNT First Job	Second Job	Third Job
Mark	R	Phillips	HMS B	10 4	10.53 15.80	105.30 $ 63.20	$34.40	$ 202.50	$	$
Thomas	W	Williamson	HMF I	10 2.5	9.48 14.97	94.80 37.43	30.00	162.73		
Don	L.	Bettencourt	HMW III	10 2.5	9.09 13.63	90.40 34.08	30.00	154.98		
Emery	L.	Winslow	HMW II	10 2.5	8.64 12.96	86.40 32.40	30.00	148.80		
James	B	Greiner	HMW II	10 2.5	8.64 12.96	86.40 32.40	30.00	148.50		
Bruce	D.	Nicholson	HMW II	10 2.5	8.64 12.96	86.40 32.40	30.00	148.80		
Robert	K.	Ferris	HMW II	10 2.5	8.64 12.96	86.40 32.40	30.00	148.80		
Luther	K.	Stewart	HMS B	10 3	10.53 15.80	105.30 47.40	34.00	186.70		
Mike	D.	Fitz-Henry	HMF I	10 2.5	9.52 14.99	95.20 35.73	30.00	160.93		
Roderick	R.	Mabe	HMW III	10 2.5	9.09 13.63	90.40 34.08	30.00	154.98		
Theodore	T.	Proctor	HMW II	10 2.5	8.26 12.40	82.60 31.00	30.00	143.60		
John	C.	Barrett	HMW II	10 2.5	8.25 12.38	82.50 30.95	30.00	143.45		
Mason	K.	Hickey	HMW II	10 2.5	8.25 12.38	82.50 30.95	30.00	143.45		
ob						$1655.02	$ 398.00	$2053.02	$	$

Total Per Diem Each Job

Total Labor and Per Diem Each Job

2 % Total Labor only for Vacation, Sick Leave, Industrial Accident. on each Job. $860.61 $ $

SUPPLIES AND MATERIALS

	Quantity	Rate	First Job	Second Job	Third Job
R Line 185	611	.57	$348.27	$	$
1005 alt	105.27	285.00	30,001.95		
ock 110	774	10.00	7,740.00		
- lck	13 Hrs	55.00	715.00		

EQUIPMENT

Kind	Hrs	Dept. No	Dept. No	EQUIPMENT RENTAL AMOUNT First Job	Second Job	Third Job
3/4 Ton Pickup	14	82-3129	134342	$ 49.00	$	$
Int Lx4 Whitetop	10	L7493	2304	90.00		
White 4x4	12	L7515	2304	174.00		
Tiger Rm Roller	12	82-1174	3119	108.00		
Hwy 4 Loader	10	78-850	3194	170.00		
Chip Spreader	12	58-695	3323	168.00		
1/2 Ton Pickup	12	80-1103	1243	40.00		
White 6x4	12	14-513	2309	174.15		

Supplies and Materials 38,805.32

Total Equipment Rental 973.15

Accomplished: Placed oil on Hwy with Tailgater & Cover with Chip Spreader

SUMMARY OF TODAY'S COSTS

	First Job	Second Job	Third Job
Labor and Per Diem	$	$	$
Ind Acc Ins., Vac. and S. L.			

st Job: C-09694 $122,910.00 | SEMI H/C JNT Hour 42 | 42 - 18.44

ond Job: _____ $ | H.P. 18.5T TO 29.40 - | 23.07

ird Job: _____ $ | COVER WITH 3/4 PIC ROCK - |

PERSONNEL—List foremen first, others in alphabetical order

First name	Initial	Last name	Hwy. Dept. Title	Hours	Rate	Labor Amt	Per Diem Amt
MARK	B	PHILLIPS	HMSB	10 4	10.53 15.80	105.30 $ 63.20	$34.00
THOMAS	W.	WILLIAMSON	HMF I	10 2.5	9.98 14.97	99.80 37.43	30.00
DON	L.	BETTENCOURT	HMW III	10 2.5	9.09 13.63	90.40 34.08	30.00
EARL	K.	WINSLOW	HMW II	10 2.5	8.64 12.96	86.40 32.40	30.00
JAMES	B.	LAINER	HMW II	10 2.5	8.64 12.96	86.40 32.40	30.00
BRUCE	D.	NICHOLSON	HMW II	10 2.5	8.64 12.96	86.40 32.40	30.00
ROBERT	K.	FERRIS	HMW II	10 2.5	8.64 12.96	86.40 32.40	30.00
LUTHER	K.	STEWARD	HMSB	10 3	10.53 15.80	105.30 47.40	34.00
MIKE	D.	FITZ-HENRY	HMF I	10 2.5	9.52 14.29	95.20 35.73	30.00
RODERICK	B.	MABE	HMW III	10 2.5	9.09 13.63	90.40 34.08	30.00
THEODORE	T.	PROCTOR	HMW II	10 2.5	8.26 12.40	82.60 31.00	30.00
JOHN	C.	LARRETT	HMW II	10 2.5	8.25 12.38	82.50 30.95	30.00
MASON	K.	HICKEY	HMW II	10 2.5	8.25 12.38	82.50 30.95	30.00

ob $1655.03 | $ | Total Per Diem Each Job $ 398.00 | $ | $ | Total Labor and Per Diem Each Job

LABOR AND PER DIEM AMOUNT

First Job	Second Job	Third Job
$202.50	$	$
117.73		
154.99		
148.80		
148.80		
148.80		
148.80		
186.70		
160.93		
154.99		
143.60		
143.45		
143.45		
$2053.03	$	$

2 % Total Labor only for Vacation, Sick Leave, Industrial Accident. on each Job $ 860.61 $ $

SUPPLIES AND MATERIALS

	Quantity	Rate	First Job	Second Job	Third Job
'A LINE 1205	611	.57	$348.27	$	$
1005 SALT	105.27	285.00	30,001.95		
OCK 1 10	774	10.00	7,740.00		
- ICK	13 TONS	55.00	715.00		

EQUIPMENT

Kind	Dept. No	Dept. No
3/4 TON PICKUP 14	82-1129	134343
INT LX4 WHITE TANDO	67-493	2304
WHITE 4X4 12	67-519	2304
JOHN DEER ROLLER 12	82-1174	3119
HUST LOADER 10	78-870	3144
CHIP SPREADER 12	58-195	3323
1/2 TON PICKUP 14	80-1103	1243
WHITE 4X4 12	67-513	2309

EQUIPMENT RENTAL AMOUNT

First Job	Second Job	Third Job
$49.00	$	$
90.00		
174.00		
108.00		
170.00		
165.00		
40.00		
174.15		

Supplies and Materials 38,805.32

Total Equipment Rental $973.00

Accomplished: PLACED OIL ON MAT WITH DISTRIBUTOR & SPREAD WITH CHIP SPREADER

to be completed:

ause and cause of delay:

er 70° TO 90°

ed to complete by date: 6/1/85

SUMMARY OF TODAY'S COSTS

	First Job	Second Job	Third Job
Labor and Per Diem	$	$	$
Ind. Acc. Ins., Vac. and S. L.			
Equipment Rental			
Supplies and Materials			
TOTAL ALL EXPENDITURES THIS DATE			
TOTAL OF ALL EXPENDITURES BEFORE TODAY			
GRAND TOTAL OF ALL EXPENDITURES INCLUDING TODAY			

OREGON STATE HIGHWAY DIVISION

DAILY REPORT OF EXTRA GANG CREW No. DA-4105 Date 7/29/85

Permanent Headquarters Condon Temporary Headquarters Moro Foreman Mark R. Phillips

	Job Prefix	Amount Auth.	Work Description	Highway No. and Mile Post
First Job:	C-09694	$132,960.00	Seal Fog Mat Hwy 42	42 18.44 T
Second Job:		$	M.P. 18.5T to 29.40 -	23.07
Third Job:		$	Cover with 3/8" Rock.	

PERSONNEL—List foremen first, others in alphabetical order

First name	Initial	Last name	Hwy. Dept. Title	Hours	Rate	Labor Amt.	Meals Per Diem Amt	Labor and Per Diem Amount First Job	Second Job	Third Job
John	D.	Keys	HMS B	10	10.53	105.30	$11.00	$ 171.60	$	$
				3.5	15.80	$ 55.30				
John	L.	Nelson	HMF I	5	9.98	49.90	-	49.90		
David	J.	Vanschoiack	HMW III	5	9.09	45.45	-	45.45		
Daniel	C.	Bartlett	HMW II	10	8.64	86.40	-	131.76		
				3.5	12.96	45.36				
William	H.	Graham	HMW II	5	8.64	43.20	-	43.20		
John	E.	Mitchell	HMW II	10	8.64	86.40	5.50	124.30		
				2.5	12.40	32.40				
Harry	B.	Peck	HMK II	10	8.64	86.40	5.50	130.75		
				3	12.50	38.85				

Job $ 174.99 $ $ Total Per Diem Each Job Meals $ 22.00 $ $ Total Labor and Per Diem Each Job $ 196.99 $ $

2 % Total Labor only for Vacation, Sick Leave, Industrial Accident, on each Job $ 350.99 $ $

SUPPLIES AND MATERIALS

Quantity	Rate	First Job	Second Job	Third Job
		$	$	$

Supplies and Materials

EQUIPMENT

Kind Hrs	Dept No	Dept No	Equipment Rental Amount First Job	Second Job	Third Job
GMC 6x4 12	77-507	2311	$ 144.00	$	$
Custom Spl Sta 12	73-671	3113	132.00		
Ford 4x4 12	82-529	2362	132.00		
GMC 6x4 12	77-510	2311	144.00		
3/4 Ton Pickup 13	84-1144	1343-84	45.32		
1 Ton Ford 17	84-218	2052	68.00		
1 Ton Dodge 16	76-215	2003	60.00		
Ford 4x4 12	82-1513	2362	132.00		
Compactor 5	40-790	3274	12.50		

Total Equipment Rental 870.82

SUMMARY OF TODAY'S COSTS

	First Job	Second Job	Third Job
Labor and Per Diem	$ 2,750.01	$	$
Ind Acc Ins., Vac. and S. L.	1,211.40		
Equipment Rental	1,443.82		

Accomplished: Traffic Control & Crowding -

To be completed.

First Job: L-09644	$122,960.00	Seal & Chip Hwy #2	#2	18.44 T
Second Job:	$	M.P. 18.5 T to 29.40 -		23.07
Third Job:	$	Cover with 3/8 #10 Rock.		

PERSONNEL—List foremen first, others in alphabetical order

First name	Initial	Last name	Hwy. Dept. Title	Hours	Rate	Labor Amt	Per Diem Amt (Meals)	LABOR AND PER DIEM AMOUNT First Job	Second Job	Third Job
John	D.	Nejs	HMS B	10 3.5	10.53 15.80	105.30 $ 55.30	$11.00	$ 171.60	$	$
John	L.	Nelson	HMF I	5	9.98	49.90	-	49.90		
David	J.	Vanschoiack	HMW III	5	9.09	45.45	-	45.45		
Daniel	C.	Bartlett	HMW II	10 3.5	8.64 12.96	86.40 45.36	-	131.76		
William	H.	Graham	HMW II	5	8.64	43.20	-	43.20		
John	E.	Mitchell	HMW II	10 2.5	8.64 12.96	86.40 32.40	5.50	124.30		
Henry	R.	Peck	HMK II	10 3	8.64 12.96	86.40 38.88	5.50	130.78		

Job $ 174.98 $ $ | Total Per Diem Each Job (Meals) $ 22.00 $ $ | Total Labor and Per Diem Each Job $ 196.98 $ $

2 % Total Labor only for Vacation, Sick Leave, Industrial Accident, on each Job $ 350.98 $ $

SUPPLIES AND MATERIALS

Quantity	Rate	First Job	Second Job	Third Job
		$	$	$

Supplies and Materials

EQUIPMENT

Kind Hrs	Dept No	Dept No	First Job	Second Job	Third Job
GMC 6x4 12	77-507	2311	$ 144.00	$	$
Carlton Spreader 12	73-671	3113	132.00		
Ford 6x4 12	82-529	2312	132.00		
GMC 6x4 12	77-510	2311	144.00		
3/4 Ton Pick up 13	84-1144	1343-84	45.00		
1 Ton Ford 17	84-218	2052	68.00		
1 Ton Dodge 16	76-215	2003	60.00		
Ford 4x4 12 Compressor 5	82-1513 40-791	2312 3274	132.00 12.50		
		Total Equipment Rental	870.00		

EQUIPMENT RENTAL AMOUNT

SUMMARY OF TODAY'S COSTS

	First Job	Second Job	Third Job
Labor and Per Diem	$2,750.01	$	$
Ind. Acc. Ins., Vac. and S. L.	1,211.60		
Equipment Rental	1,843.00		
Supplies and Materials	35,805.32		
TOTAL ALL EXPENDITURES THIS DATE	41,609.93		
TOTAL OF ALL EXPENDITURES BEFORE TODAY			
GRAND TOTAL OF ALL EXPENDITURES INCLUDING TODAY	41,609.93		

Accomplished: Traffic Control &

Coming

to be completed.

and cause of delay:

70° To 90°

8/1/85

OREGON STATE HIGHWAY DIVISION

DAILY REPORT OF EXTRA GANG CREW No. 25-4102 25-4103 Date

Permanent Headquarters London Temporary Headquarters Marc Foreman Mark R. Phillips

	Job Prefix	Amount Auth.	Work Description	Highway No. and Mile P
First Job:	C-09694	$122,960.00	Seal A/C Mat Hwy 42	42 - 23.07
Second Job:		$	M.P. 18.57 To 29.40 -	25.80
Third Job:		$	Cover With 3/4 #10 Rock -	

PERSONNEL—List foremen first, others in alphabetical order

First name Initial Last name	Hwy. Dept. Title	Hours	Rate	Labor Amt.	Per Diem Amt	LABOR AND PER DIEM AMOUNT First Job	Second Job	Third J
Mark R. Phillips	HMS B	10 4	10.53 15.80	105.30 $ 63.20	$34.50	$ 202.50	$	$
Dennis Williamson	HMF I	10 .5	9.94 14.97	99.40 7.49	30.00	137.29		
Don L. Bettencourt	HMW III	10 .5	9.09 13.63	90.90 6.82	30.00	127.72		
Chas K. Winslow	HMW II	10 .5	8.64 12.96	86.40 6.48	30.00	122.88		
James B. Greiner	HMW II	10 .5	8.64 12.96	86.40 6.48	30.00	122.88		
Bruce W. Nicholson	HMW II	10 .5	8.64 12.96	86.40 6.48	30.00	122.88		
Robert K. Ferris	HMW II	10 .5	8.64 12.96	86.40 6.48	30.00	122.88		
Luther K. Stewart	HMS B	10 2.5	10.53 15.80	105.30 39.50	34.50	178.80		
Mike D. Fitz-Henry	HMF I	10 .5	9.52 14.29	95.20 7.15	30.00	132.35		
Roderick R. Mabe	HMW II	10 1	9.09 13.63	90.90 13.63	30.00	134.53		
Theodore T. Proctor	HMW II	10 .5	8.26 12.40	82.60 6.20	30.00	118.80		
John C Garrett	HMW II	10 .5	8.25 12.38	82.50 6.19	30.00	118.69		
Mison K. Mickey	HMW II	10 .5	8.25 12.38	82.50 6.19	30.00	118.69		
al or h Job	$ 1362.59	$	Total Per Diem Each Job	$ 398.00	$	Total Labor and Per Diem Each Job	$ 1760.89	$
52 % Total Labor only for Vacation, Sick Leave, Industrial Accident.						on each Job.	$ 708.72	$

SUPPLIES AND MATERIALS

ind	Quantity	Rate	First Job	Second Job	Third Job
TERLINE 105	360 GAL.	.57	$ 205.20	$	$
1005 LAIT	70.51 TON	2.85	20,095.35		
ROCK #10	495 YDS	10.00	4,950.00		
ST. UCK	11½ HRS	55.00	632.50		
l Supplies and Materials			25,883.05		

EQUIPMENT

Kind	Dept No	Dept No	EQUIPMENT RENTAL AMOUNT First Job	Second Job	Third J
3/4 Ton Pickup 14	82-1129	134383	$ 49.00	$	$
Int 6x4 Water Tr 10	67493	2304	90.00		
White 6x4 10	67-519	2304	145.00		
Ingram Roller 10	87-1674	3119	90.00		
Huff Loader 10	78-570	3194	170.00		
Chip Spreader 10	58-695	3323	140.00		
1/2 Ton Pickup 24	80-1103	1243	60.00		
White 6x4 10	69-503	2309	145.00		
Total Equipment Rental			889.00		

SUMMARY OF TODAY'S COSTS

	First Job	Second Job	Third J
Labor and Per Diem	$	$	$
Ind Acc Ins. Vac and S. L.			
Equipment Rental			

k Accomplished: Placed oil mat with Finisher & Cover With Chip Spreader

k to be completed:

First Job: C-09694 $122,960.00 | SEAL A/C MAT Hwy 42 | 42 - 23.07

Second Job: $ | M.P. 18.57 TO 29.40 - | 25.80

Third Job: $ | COVER WITH 3/4 #10 ROCK -

PERSONNEL—List foremen first, others in alphabetical order

First name	Initial	Last name	Hwy. Dept Title	Hours	Rate	Labor Amt.	Per Diem Amt.	LABOR AND PER DIEM AMOUNT First Job	Second Job	Third Job
MARK	R.	PHILLIPS	HMS B	10 4	10.53 15.80	105.30 $ 63.20	$34.50	$ 202.54	$	$
DENNIS	WILLIAMSON		HMF I	10 .5	9.94 14.97	99.40 7.49	30.00	137.29		
DON	L.	BETTENCOURT	HMW III	10 .5	9.09 13.63	90.90 6.82	30.00	127.72		
CARL	K.	WINSLOW	HMW II	10 .5	8.64 12.96	86.40 6.48	30.00	122.88		
JAMES	B.	GREINER	HMW II	10 .5	8.64 12.96	86.40 6.48	30.00	122.88		
BRUCE	W.	NICHOLSON	HMW II	10 .5	8.64 12.96	86.40 6.48	30.00	122.88		
ROBERT	K.	FERRIS	HMW II	10 .5	8.64 12.96	86.40 6.48	30.00	122.88		
LUTHER	K.	STEWART	HMS B	10 2.5	10.53 15.80	105.30 39.50	34.50	178.80		
MIKE	D.	FITZ-HENRY	HMF I	10 .5	9.51 14.29	95.20 7.15	30.00	132.35		
RODERICK	B.	MABE	HMW II	10 1	9.09 13.63	90.90 13.63	30.00	134.53		
THEODORE	J.	PROCTOR	HMW II	10 .5	8.26 12.40	82.60 6.20	30.00	118.80		
JOHN	C.	GARRETT	HMW II	10 .5	8.25 12.38	82.50 6.19	30.00	118.69		
MILTON	K.	MICKEY	HMW II	10 .5	8.25 12.38	82.50 6.19	30.00	118.69		

Total for each Job $1362.89 | $ | $ — Total Per Diem Each Job $ 398.00 | $ | $ — Total Labor and Per Diem Each Job $1760.89 | $ | $

52 % Total Labor only for Vacation, Sick Leave, Industrial Accident, on each Job $ 708.72 | $ | $

SUPPLIES AND MATERIALS

Kind	Quantity	Rate	First Job	Second Job	Third Job
STERLING 105	360 TON	.57	$205.20	$	$
1005 SALT	70.51 TON	285.00	20,095.35		
ROCK #10	495 TONS	10.00	4,950.00		
ST. ROCK	11 1/2 HRS	55.00	632.50		

Total Supplies and Materials 25,883.05

EQUIPMENT

Kind	Use	Dept No	Dept No	EQUIPMENT RENTAL AMOUNT First Job	Second Job	Third Job
WATER PICK UP	14	82-1129	1343	$ 49.00	$	$
INT 6X4 WATER TRK	10	67493	2304	90.00		
WHITE 6X4	10	67-519	2304	145.00		
INGRAM ROLLER	10	87-1674	3119	90.00		
HUGG LOADER	10	78-870	3194	170.00		
CHIP SPREADER	10	58-695	3323	140.00		
WATER PICK UP	24	80-1103	1243	60.00		
WHITE 6X4	10	69-503	2309	145.00		

Total Equipment Rental 889.00

Work Accomplished: PLACED OIL ON ASPHALT WITH DISTRIBUTOR & COVER WITH CHIP SPREADER -

Work to be completed:

Time and cause of delay: 3 HRS - RAIN

Weather: 60° TO 65°

Report date: 8/1/85

SUMMARY OF TODAY'S COSTS	First Job	Second Job	Third Job
Labor and Per Diem	$	$	$
Ind Acc Ins. Vac and S. L.			
Equipment Rental			
Supplies and Materials			
TOTAL ALL EXPENDITURES THIS DATE			
TOTAL OF ALL EXPENDITURES BEFORE TODAY			
GRAND TOTAL OF ALL EXPENDITURES INCLUDING TODAY			

DAILY REPORT OF EXTRA GANG CREW No. 02-4105 Date 7/1/

Permanent Headquarters London Temporary Headquarters Mile Foreman Mack R Pe

	Job Prefix	Amount Auth.	Work Description	Highway No. and Mile P
First Job:	C-096-94	$122,960 00	Seal W/C Mat Hwy 42	42 - 23.07
Second Job:		$	M.P. 18.57 TO 29.40	25.80
Third Job:		$	Cover W/L Yello Rock	

PERSONNEL—List foremen first, others in alphabetical order

First name	Initial	Last name	Hwy. Dept. Title	Hours	Rate	Labor Amt.	Meals Per Diem Amt.	LABOR AND PER DIEM AMOUNT First Job	Second Job	Third J
John	D	Neys	HMS B	10 4	10.53 15.80	105 30 $ 63.20	$11 00	$ 179 50	$	$
John	L.	Nelson	HMF I	10 3.5	4.94 14.97	49.80 52.40	5 50	157 70		
David	J.	Vanscheidck	HMW III	10 3	9.09 13.63	90.40 40.89	5 50	137 29		
Daniel	L	Bartlett	HMW II	10 3.5	8.64 12.96	86.40 45.36	—	131 76		
William	H.	Graham	HMW II	10 3	8.64 12.96	86.40 38.88	5 50	130 78		
John	E.	Mitchell	HMW II	10	8.64	86.40	—	86 40		
Henry	R.	Peck	HMW II	10 4	8.64 12.96	86.40 51.84	5 50	143 74		

Total Per Diem Each Job $ 33 00 MEALS

Total Labor and Per Diem Each Job $ 967 14

2 % Total Labor only for Vacation, Sick Leave, Industrial Accident. on each Job. $ 485 22

SUPPLIES AND MATERIALS

nd	Quantity	Rate	First Job	Second Job	Third Job
			$	$	$

Supplies and Materials

EQUIPMENT

Kind	Nbr	Dept No	Dept No	EQUIPMENT RENTAL AMOUNT First Job	Second Job	Third J
Ford LxG	10	82-1513	22.62	$ 110 00	$	$
Erskine Roller	10	73-671	3113	110.00		
Ford LxG	10	82-529	2362	110.00		
GMC LxG	10	77-510	2311	120.00		
3/4 Ton Pickup	14	84 1144	134344	119.00		
1 Ton Flatbed	24	84 218	2052	91.00		
1 Ton Dump	24	76 215	2003	90.00		
GMC LxG	10	77-504	2311	120.00		
Generator	8	40 470	3274	20.00		
Broom	6	56 500	3155	21.00		
Total Equipment Rental				841 00		

SUMMARY OF TODAY'S COSTS

	First Job	Second Job	Third J
Labor and Per Diem	$ 2728 06	$	$
Ind Acc Ins. Vac and S. L	1194 42		
	1735 00		

Work Accomplished: Traffic Control & Braking -

Work to be completed:

	Amount Auth.	Work Description	Highway No. and Mile P
First Job: C-096.94	$ 122,960 00	SEAL 11/C MAT Hwy 42	42 - 23.07
Second Job:	$	M.P. 18.57 TO 29.40	25.80
Third Job:	$	COVER WITH 3/4" HOT ROCK	

PERSONNEL—List foremen first, others in alphabetical order

First name	Initial	Last name	Hwy. Dept. Title	Hours	Rate	Labor Amt.	Meals Per Diem Amt	LABOR AND PER DIEM AMOUNT First Job	Second Job	Third J
JOHN	D	NEJS	HMS B	10 4	10.53 15.80	105.30 $ 63.20	$11 00	$ 179 50	$	$
JOHN	L.	NELSEN	HMF I	10 3.5	9.94 14.97	99.80 52.40	5 50	157 70		
DAVID	J.	VANSCHOIACK	HMW III	10 3	9.09 13.63	90.40 40.89	5 50	137 29		
DANIEL	L	BARTLETT	HMW II	10 3.5	8.64 12.96	86.40 45.36	—	131 76		
WILLIAM	H.	GRAHAM	HMW II	10 3	8.64 12.96	86.40 38.88	5 50	130 78		
JOHN	E.	MITCHELL	HMW II	10	8.64	86.40	—	86 40		
HENRY	R.	BECK	HMW II	10 4	8.64 12.96	86.40 51.84	5 50	143 74		

Total Job	$ 934 17	$	Total Per Diem Each Job	$ 33 00 MEALS	$
	$	$	Total Labor and Per Diem Each Job	$ 967 17	$
	$	$			$

2 Total Labor only for Vacation, Sick Leave, Industrial Accident. on each Job. $ 485 22 $ $

SUPPLIES AND MATERIALS

ed	Quantity	Rate	First Job	Second Job	Third Job
			$	$	$
Supplies and Materials					

EQUIPMENT

Kind	Dept No	Dept No	EQUIPMENT RENTAL AMOUNT First Job	Second Job	Third J
FORD LXG 10	82-1513	22.62	$ 110 00	$	$
CMI ROLLER 10	73-671	3113	110.00		
FORD LXG 10	82-529	2362	110.00		
CHC LXG 10	77-510	2311	120.00		
3/4 TON PICK UP 14	84 11454	124344	119.00		
1 TON FORD 24	84 215	2052	90.00		
1 TON DODGE 24	76 215	2003	90.00		
CHC LXG 10	77-504	2311	120.00		
COMPRESSOR 8	40 470	3274	20.00		
BROOM 6	56 500	3155	21.00		
Total Equipment Rental			841 00		

SUMMARY OF TODAY'S COSTS	First Job	Second Job	Third J
Labor and Per Diem	$ 2728 06	$	$
Ind. Acc. Ins., Vac. and S. L.	1194 42		
Equipment Rental	1735 00		
Supplies and Materials	25883 05		
TOTAL ALL EXPENDITURES THIS DATE	31,540 53		
TOTAL OF ALL EXPENDITURES BEFORE TODAY	44,609 18		
GRAND TOTAL OF ALL EXPENDITURES INCLUDING TODAY	76,150 41		

k Accomplished: GRADE SANDED & BRAKING -

k to be completed:

time and cause of delay:

r 60° TO 65°

date: 5/1/85

number of overtime hours worked. List all exp

DAILY REPORT OF EXTRA GANG CREW No. 02-4102 / 02-4103

Permanent Headquarters London Temporary Headquarters Mako Foreman Mark B. Phillips Date

	Job Prefix	Amount Auth.	Work Description	Highway No. and Mile
First Job:	C09694	$122,960.00	Sand A/C Mat Hwy 42	42 25.8
Second Job:		$	M.P. 16.57 TO 29.40	29.3
Third Job:		$	Cover With 3/4" #10 Rock	

PERSONNEL—List foremen first, others in alphabetical order

First name	Initial	Last name	Hwy. Dept. Title	Hours	Rate	Labor Amt	Per Diem Amt	LABOR AND PER DIEM AMOUNT First Job	Second Job	Third
Mark	B	Phillips	HMS B	10 2	10.53 15.50	105.30 $ 31.00	$34.00	$170.90	$	$
Thomas	Williamson		HMF I	10	9.98	99.80	30.00	129.80		
Don	L. Bettencourt		HMW III	10	9.09	90.90	30.00	120.90		
Carey	K. Winslow		HMW II	10	8.64	86.40	30.00	116.40		
James	B. Greiner		HMW II	10	8.64	86.40	30.00	116.40		
Bruce	A. Nicholson		HMW II	10	8.64	86.40	30.00	116.40		
Robert	K. Ferris		HMW II	10	8.64	86.40	30.00	116.40		
Luther	K Steward		HMS B	10 1	10.53 15.50	105.30 15.50	34.00	155.10		
Mike	D Fitz-Henry		HMF I	10	9.52	95.20	30.00	125.20		
Roderick	R. Mabe		HMW III	10	9.09	90.90	30.00	120.90		
Theodore	T. Proctor		HMW II	10	8.26	82.60	30.00	112.60		
John	C. Crockett		HMW II	10	8.25	8250	30.00	112.50		
Mason	K. Hickey		HMW II	10	8.25	82.50	30.00	112.50		
Job	$ 1225.00	$	$	Total Per Diem Each Job	$ 398.00	$	$	Total Labor and Per Diem Each Job	$1626.00	$	$
2									$638.50	$	$

Total Labor only for Vacation, Sick Leave, Industrial Accident. on each Job

SUPPLIES AND MATERIALS

d	Quantity	Rate	First Job	Second Job	Third Job
ES	EA 473	.57	269.61	$	$
CS IT	TON 96.6	285.00	27546.00		
CK IC	YDS 780	10.00	7800.00		
T. EK	HRS 11¼	55.00	618.75		
Supplies and Materials			35934.34		

EQUIPMENT

Kind Use	Dept No	Dept No	EQUIPMENT RENTAL AMOUNT First Job	Second Job	Third Job
¾ Ton Pick up 12	82-1129	1343-42	$ 42.00	$	$
Int 6x4 Water Tck 5	67-493	2304	45.00		
White 6x4 10	67-519	2304	145.00		
Ingram Roller 10	82-1174	3119	90.00		
Hwy Loader 10	78870	3194	170.00		
Chio Spreader 10	58695	2323	140.00		
½-Ton Pick up 11	86503	1243	27.50		
White 6x4 10	69503	2309	145.00		
Total Equipment Rental			804.50		

SUMMARY OF TODAY'S COSTS

	First Job	Second Job	Third Job
Labor and Per Diem	$	$	$
Ind Acc. Ins., Vac and S. L.			

Accomplished: Placed UC on Mat With Stringer & Cover With Chip Spreader

to be completed:

First Job: [illegible] $122,960 — SEAL B/C MAT Hwy 42 — Highway No. and Mile: 42 25.8

Second Job: _____ $ _____ — M.P. 16.57 TO 29.40 — 29.3

Third Job: _____ $ _____ — COVER WITH 3/8" #10 ROCK

PERSONNEL—List foremen first, others in alphabetical order

First name	Initial	Last name	Hwy. Dept. Title	Hours	Rate	Labor Amt	Per Diem Amt	LABOR AND PER DIEM AMOUNT First Job	Second Job	Third
MARK	B	PHILLIPS	HMS B	10 2	10.53 15.80	105.30 $ 31.60	$34.00	$170.90	$	$
THERMIE		WILLIAMSEN	HMF I	10	9.98	99.80	30.00	129.80		
DON	L.	BETTENCOURT	HMW III	10	9.09	90.90	30.00	120.90		
LARRY	K.	WINSLOW	HMW II	10	8.64	86.40	30.00	116.40		
JAMES	B.	LOEBNER	HMW II	10	8.64	86.40	30.00	116.40		
BRUCE	H.	NICHOLSON	HMW II	10	8.64	86.40	30.00	116.40		
ROBERT	K.	FERRIS	HMW II	10	8.64	86.40	30.00	116.40		
LUTHER	K	STEWARD	HMS B	10 1	10.53 15.50	105.30 15.50	34.00	155.10		
MIKE	D	FITZ-HENRY	HMF I	10	9.52	95.20	30.00	125.20		
BOBBIE	R.	MABE	HMM III	10	9.09	90.90	30.00	120.90		
THEODORE	J.	PEALTON	HMM II	10	8.26	82.60	30.00	112.60		
JOHN	L.	GARRETT	HMM II	10	8.25	82.50	30.00	112.50		
MASON	K.	HICKEY	HMM II	10	8.25	82.50	30.00	112.50		

Total Per Diem Each Job: First Job $1225.00; Second Job $; Third Job $ — Total Per Diem Each Job $398.00 — Total Labor and Per Diem Each Job: First Job $1626.00; Second Job $; Third Job $

2 = Total Labor only for Vacation, Sick Leave, Industrial Accident, on each Job. $638.50

SUPPLIES AND MATERIALS

Kind	Quantity	Rate	First Job	Second Job	Third Job
CRUSHED ROCK	473 CY	.57	$269.61	$	$
ASPHALT	95.6 TON	285.00	27246.00		
ROCK	780 YDS	10.00	7800.00		
MAT.	11¼ HRS	55.00	618.75		
Supplies and Materials			35934.34		

EQUIPMENT

Kind	Hrs	Dept No	Dept No	EQUIPMENT RENTAL AMOUNT First Job	Second Job	Third Job
¾ TON PICK UP	12	82-1129	1343-82	$ 42.00	$	$
INT 6X4 WATER TRK	5	67-493	2304	45.00		
WHITE 6X4	10	67-519	2304	145.00		
INGRAM ROLLER	10	82-1174	3119	90.00		
HUGH LOADER	10	78890	3194	170.00		
CHIP SPREADER	10	58695	3323	140.00		
½-TON PICK UP	11	80163	1243	27.50		
WHITE 6X4	10	69503	2309	145.00		
Total Equipment Rental				804.50		

SUMMARY OF TODAY'S COSTS

	First Job	Second Job	Third Job
Labor and Per Diem	$	$	$
Ind. Acc. Ins., Vac. and S. L.			
Equipment Rental			
Supplies and Materials			
TOTAL ALL EXPENDITURES THIS DATE			
TOTAL OF ALL EXPENDITURES BEFORE TODAY			
GRAND TOTAL OF ALL EXPENDITURES, INCLUDING TODAY			

Accomplished: PLACED OIL ON MAT WITH SPREADER & COVER WITH CHIP SPREADER

to be completed:

me and cause of delay:

r: 62° TO 70°

ted Completion date: 8/15/85

OREGON STATE HIGHWAY DIVISION

DAILY REPORT OF EXTRA GANG CREW No. 02-41005 Date 7-1

Permanent Headquarters London Temporary Headquarters Bend Foreman Mack R. Phi

	Job Prefix	Amount Auth.	Work Description	Highway No. and Mile
First Job:	C09694	$122,960.00	Seal A/C Mat Hwy 42	42 25.3
Second Job:		$	M.P. 18.57 TO 29.40	29.
Third Job:		$	Cover With 3/4 #10 Rock	

PERSONNEL—List foremen first, others in alphabetical order — Male

	First name	Initial	Last name	Hwy. Dept. Title	Hours	Rate	Labor Amt	Per Diem Amt	LABOR AND PER DIEM AMOUNT First Job	Second Job	Third
1	John	David	Neys	HMS B	10 2	1053 1590	105.30 $ 31.60	$ -	$136.90	$	$
2	John	L.	Nelson	HMF I	10 3.5	995 1497	99.80 52.40	5.52	157.72		
3	David	J.	Vanscoinck	HMN III	10 3.5	904 1363	90.40 47.71	5.50	144.11		
4	Daniel	C.	Bartlett	HMN II	10 5	864 1296	86.40 64.80	5.52	156.72		
5	William	H	Cochran	HMN II	10 3.5	864 1296	86.40 45.36	5.52	137.26		
6	John	E.	Mitchell	HMN II	10	864	86.40	-	86.40		
7	Henry	R.	Peck	HMN II	10 4	864 1296	86.40 51.84	5.52	143.74		
8											
9											
0											
1											
2											
3											

Total Labor Each Job	$ 935.31	$	$
Total Per Diem Each Job	$ 27.50 Mens	$	$
Total Labor and Per Diem Each Job	$ 962.81	$	$
.52 = Total Labor only for Vacation, Sick Leave, Industrial Accident. on each Job.	$ 486.36	$	$

SUPPLIES AND MATERIALS

Kind	Quantity	Rate	First Job	Second Job	Third Job
			$	$	$
Total Supplies and Materials					

EQUIPMENT

Kind		Dept No.	Dept No	EQUIPMENT RENTAL AMOUNT First Job	Second Job	Third
Ford 4x4	10	821513	2312	$110.00	$	$
Cusion Roller	10	78671	3113	150.00		
Ford 4x4	10	82529	2312	150.00		
GMC-4x4	10	77510	2311	120.00		
Flat Bed P.U.	12	841144	12434	42.00		
Chev. Van	10	76155	1401	20.00		
1 Ton Ford	24	842114	2052	96.00		
1 Ton Dump	24	76215	3003	90.00		
GMC 4x4	10	77504	2311	120.00		
Broom	5	85900	3155	17.50		
Tractor	5	40796	3274	20.00		
Total Equipment Rental				855.50		

SUMMARY OF TODAY'S COSTS	First Job	Second Job	Third
Labor and Per Diem	$2588.85	$	$
Ins. Acc. Ins. Vac and S. L.	1124.92		
	440.00		

Work Accomplished: Traffic Control & Begining

First Job: C09694 $ 122,960 CO — Work Description: SEAL B/C MAT Hwy 42 — Highway No. and Mile: 42 25.3

Second Job: $ — M.S. 18.5T TO 29.40 — 29.

Third Job: $ — COVER WITH 3/4" #10 Rock

PERSONNEL—List foremen first, others in alphabetical order — Meals

	First name	Initial	Last name	Hwy. Dept Title	Hours	Rate	Labor Amt	Per Diem Amt	LABOR AND PER DIEM AMOUNT First Job	Second Job	Third
1	JOHN	DAVID	NEYS	HMS B	10 2	10.53 15.90	105.30 $ 31.80	$ -	$ 136.90	$	$
2	JOHN	L.	NELSON	HMF I	10 3.5	9.95 14.97	99.80 52.40	5.50	157.70		
3	DAVID	J.	VANSCHOICK	HMN III	10 3.5	9.04 13.63	90.90 47.71	5.50	144.11		
4	DANIEL	C.	BAETEN	HMN II	10 5	8.64 12.96	86.40 64.80	5.50	156.70		
5	WILLIAM	H	COCHRAN	HMN II	10 3.5	8.64 12.96	86.40 45.36	5.50	137.26		
6	JOHN	E.	MITCHELL	HMW II	10	8.64	86.40	-	86.40		
7	HENRY	R	PECK	HMW II	10 4	8.64 12.96	86.40 51.84	5.50	143.74		
8											
9											
10											
11											
12											
13											

Total Labor Each Job $ 935.31 $ $ — Total Per Diem Each Job (MEALS) $ 27.50 $ $ — Total Labor and Per Diem Each Job: First Job $ 962.81 $ $

.52 = Total Labor only for Vacation, Sick Leave, Industrial Accident. on each Job. $ 486.30 $ $

SUPPLIES AND MATERIALS Kind	Quantity	Rate	First Job	Second Job	Third Job
			$	$	$

EQUIPMENT Kind	Dept No.	Dept No	EQUIPMENT RENTAL AMOUNT First Job	Second Job	Third
FORD 4x4 10	821513	2312	$ 110.00	$	$
INGERSOLL ROLLER 10	78671	2113	110.00		
FORD 4x4 10	82529	2312	110.00		
CHC-4x4 10	77510	2311	120.00		
3/4 YD P.U. 12	84 11444	1343 44	42.00		
CHEV-VAN 10	76155	1401	20.00		
1 TON FORD 24	84314	2052	96.00		
1 TON DODGE 24	76215	2003	90.00		
CHC 4x4 10	77504	2311	120.00		
BROOM 5	85800	3155	17.50		
LOADER 5	HC796	3274	20.00		

Total Supplies and Materials — Total Equipment Rental $ 855.50

Work Accomplished: TRAFFIC CONTROL & BRUSHING

Work to be completed:

Time and cause of delay:

Weather: 42° TO 70°

Estimated Completion date: 5/15/85

SUMMARY OF TODAY'S COSTS	First Job	Second Job	Third
Labor and Per Diem	$ 2588.81	$	$
Ins. Acc Ins. Vac and S. L	1124.92		
Equipment Rental	1660.00		
Supplies and Materials	35,934.36		
TOTAL ALL EXPENDITURES THIS DATE	41,308.09		
TOTAL OF ALL EXPENDITURES BEFORE TODAY	76,150.41		
GRAND TOTAL OF ALL EXPENDITURES INCLUDING TODAY	117,458.50		

OREGON STATE HIGHWAY DIVISION

DAILY REPORT OF EXTRA GANG CREW No. 02-4105 (02-4116 i.)

Date 9

Permanent Headquarters London Temporary Headquarters Noco Foreman Mike B. Fitz-H.

	Job Prefix	Amount Auth.	Work Description	Highway No. and Mile
First Job:	C-09694	$22,960.00	Seal A/C Mat Hwy 42	42 18.4
Second Job:		$	M.P. 18.5 T To 29.40	29.
Third Job:		$	Cover With 3/8 #10 Rock	

PERSONNEL—List foremen first, others in alphabetical order

First name	Initial	Last name	Hwy. Dept Title	Hours	Rate	Labor Amt	Per Diem Amt	LABOR AND PER DIEM AMOUNT First Job	Second Job	Third
Mike	D	Fitz-Henry	HME I	10	9.98	99.80				
				1.5	14.97	$ 22.46	$30.00	$ 152.26	$	$
Bedrick	R.	Mabe	HMW III	10	9.09	90.90	30.00	120.90		
Theodore	T.	Proctor	HMW II	10	8.64	86.40	30.00	116.40		
John	C.	Garrett	HMW II	10	8.25	82.50	30.00	112.50		
Mason	K	Mickey	HMW II	10	8.25	82.50	30.00	112.50		
John	L.	Nelson	HME I	5	9.98	49.90	Meals			
				4	14.97	55.88	5.55	115.28		
David	J.	Vanscheinck	HMW III	5	9.09	45.45				
				4	13.63	54.52	5.50	105.47		
Daniel	C.	Bartlett	HMW II	10	8.64	86.40				
				2	13.96	27.92	5.50	117.82		
William	H.	Eastham	HMW II	5	8.64	43.20				
				4	12.46	51.84	5.50	100.54		
John	E.	Mitchell	HMW II	10	8.64	86.40				
				3	12.96	38.88	5.50	130.78		
Henry	R.	Peck	HMW II	10	8.64	86.40				
				4	12.96	51.84	5.50	143.74		

Total Labor Each Job	$1145.14	$	$	Total Per Diem Each Job	$150.00 Meals $ 33.00	$
Total Labor and Per Diem Each Job	$1328.19	$	$			

52 ... Total Labor only for Vacation, Sick Leave, Industrial Accident on each Job $ 595.50 $ $

SUPPLIES AND MATERIALS

Kind	Quantity	Rate	First Job	Second Job	Third Job
			$	$	$
Total Supplies and Materials					

EQUIPMENT

Kind	Hrs	Dept No.	Dept No	EQUIPMENT RENTAL AMOUNT First Job	Second Job	Third
Ford 4x2	10	81-345	2204-81	$ 80.00	$	$
Ford 4x2	10	76334	2202	60.00		
1 Ton Ford	10	84218	2052	80.00		
3/4 Ton Pickup	12	84/1144	1243-84	42.00		
1 Ton Dodge	10	76-215	2003	75.00		
Chev. Van	10	76-155	1401	70.00		
1/2 Ton Pickup	3	86/163	1243	7.50		
Broom	12	85800	3155	42.00		
Total Equipment Rental				406.50		

SUMMARY OF TODAY'S COSTS	First Job	Second Job	Third J
Labor and Per Diem	$ 1328.19	$	$
2nd Acc. Ins., Vac and S. L.	595.50		
Equipment Rental	406.50		

Work Accomplished: Control Traffic - Finish Seeding & Repair Traffic Damage To Mat

Work to be completed:

First Job: L-D5694 $122,960.00 — SEAL A/C MAT Hwy 42 — 42 — 18.4

Second Job: $ — M.P. 18.57 TO 29.40 — 29.

Third Job: $ — SEWER W/ 36" #10 PIPE

PERSONNEL—List foremen first, others in alphabetical order

First name	Initial	Last name	Hwy. Dept Title	Hours	Rate	Labor Amt	Per Diem Amt	LABOR AND PER DIEM AMOUNT First Job	Second Job	Third
Mike	D	Fitz-Henry	HME I	10 1.5	9.98 14.97	99.80 $ 22.46	$30.00	$ 152.26	$	$
Roderick	R.	Mabe	HMW III	10	9.09	90.90	30.00	120.90		
Theodore	T.	Proctor	HMW II	10	8.64	86.40	30.00	116.40		
John	C.	Garrett	HMW II	10	8.25	82.50	30.00	112.50		
Mason	K	Mickey	HMW II	10	8.25	82.50	30.00	112.50		
John	L.	Nelson	HME I	5 4	9.98 14.97	49.90 55.88	MEALS 5.52	115.28		
David	J.	Vansteinick	HMW III	5 4	9.09 13.63	45.45 54.52	5.50	105.47		
Daniel	C.	Bartlett	HMW II	10 2	8.64 12.96	86.40 25.92	5.52	117.82		
William	H.	Graham	HMW II	5 4	8.64 12.96	43.20 51.84	5.50	100.54		
John	E.	Mitchell	HMW II	10 3	8.64 12.96	86.40 38.88	5.52	130.78		
Henry	R.	Peck	HMW II	10 4	8.64 12.96	86.40 51.84	5.52	143.76		

Total Per Diem Each Job $150.00 $ 33.00 MEALS $ — Total Labor and Per Diem Each Job $1328.19 $ $

52 ... Total Labor only for Vacation, Sick Leave, Industrial Accident. on each Job $ 595.52 $ $

SUPPLIES AND MATERIALS

Kind	Quantity	Rate	First Job	Second Job	Third Job
			$	$	$

Total Supplies and Materials

EQUIPMENT

Kind Has	Dept No	Dept No	EQUIPMENT RENTAL AMOUNT First Job	Second Job	Third
Ford 4x2 10	81-345	2204-81	$ 80.00	$	$
Ford 4x2 10	76334	2201	60.00		
1 Ton Ford 10	84218	2052	80.00		
3/4 Ton Pickup 12	84-1144	1243-84	42.00		
1 Ton Dodge 20	76-215	2003	75.00		
Chev. Van 10	76-155	1401	20.00		
1/2 Ton Pickup 3	86-1103	1243	7.50		
Broom 12	85-800	2155	42.00		
Total Equipment Rental			406.50		

SUMMARY OF TODAY'S COSTS

	First Job	Second Job	Third Job
Labor and Per Diem	$ 1328.19	$	$
2nd Acc. Ins., Vac and S. L.	595.52		
Equipment Rental	406.50		
Supplies and Materials	—		
TOTAL ALL EXPENDITURES THIS DATE	2,330.19		
TOTAL OF ALL EXPENDITURES BEFORE TODAY	117,458.52		
GRAND TOTAL OF ALL EXPENDITURES INCLUDING TODAY	[illegible]		

Work Accomplished: CONTROL TRAFFIC - FINISH SEALING & REPAIR TRAFFIC DAMAGE TO MAT

Work to be completed:

Weather and cause of delay:

Weather: 60° TO 80°

Remarks: Completed 8 Jobs

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

RK TO BE DONE BY State Forces (State Forces or Utility, Railroad, Local Government Unit, etc.—by name) CONTRACT No 6691

JECT NAME Moro - Grass Valley DATE July 12, 1985

HWAY Sherman FAP No. F - 12 (4)

NTY Sherman PREFIX C09694 28 - 1059 FUNCTION 104 240 - 05

IPTION OF WORK TO BE DONE:

Repair and correct deficiencies in paved surface.
Place Type 0-31 Asphalt Macadam Wearing course over asphalt concrete pavement.

ION BY STATION NUMBERS:

Station 476+30 (M.P. 18.57) to station 1048+18 (M.P. 29.40)

ATE OF QUANTITIES & COSTS:

Materials - 323 tons Emulsified Asphalt	$91,280.00	
1,575 C.Y. 1/4-10 Aggregate	15,750.00	
25 tons A.C. mix	550.00	
Equipment-	5,430.00	
Labor -	9,950.00	
	$123,500.00	122,960.00

VATION:

Corrective work on asphalt concrete pavement prior to sealing as provided in Section 105.12, Standard Specifications, 1974.
Placement of this wearing course included on project typical section as future work by others.

Prepare a separate order for each type of force work. Submit the original as indicated below:

ACT PROJECTS AND MISC: ...nal original through channels to ...tion Engineer in Salem. After ... copies will be sent to the ... Engineer, Resident Engineer and ... Accounting.

TITLE II PROJECTS NOT UNDER CONTRACT: Submit original through channels to Traffic Engineer in Salem. After approval two copies will be sent to the Region Engineer and one copy to Highway Accounting

CONTRACT PROJECTS ONLY:

Project Authorization . . . . . $ 2,478,676.88

Present estimate of costs including work under this Force Order . . . . . $ 2,641,500.00

Estimated ~~Overrun~~ Amount . . . . . $ 162,823.12

Estimated ~~Overrun~~ Percent 6.6

ED BY: W. Reid Meritt
W. Reid Meritt
Project Manager

AL RECOMMENDED: _____

_____

AL RECOMMENDED. _____

_____

APPROVAL RECOMMENDED. _____
Region Engineer

APPROVED _____
Construction or Traffic Engineer

OT USE THIS FORM FOR FORCE ACCOUNT (EXTRA WORK) BY CONTRACTORS OR SUBCONTRACTORS ON CONTRACT CTS

CONTACT: DON SLEDGE 296-2215

9644

jc

N

U. S. DEPARTMENT OF TRANSPORT...ION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: F-12(4)

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 20049

2A. COUNTY NAME: Sherman

1-23-86

6. TO:

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE: May 1, 1985

8. FEDERAL ROUTE NUMBER: FAP 12

9. STATE ROUTE NUMBER: Primary 42

10. GENERAL LOCATION:

Moro - Grass Valley Section

11. GENERAL DESCRIPTION OF WORK

Flattening a fillslope and constructing a guardrail flare

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 5-1-85 as requested in Mr. Fredrickson's letter of 1-10-86 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 4 is approved to a TEC of $6,000;
Federal Funds $5,289.

RECEIVED
TAT.. HWY ENGR
JAN 24 '86
REFER TO
Potter
FOR

Info	Invest	R/D	D/R	Sign	Act	File

Orig. to
1/24

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
1/23/86	D. K. Hessmer	For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

1971

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: December 5, 1985

TO: Oregon Transportation Commission

In Reply Refer to File No.:
CON 5

FROM: Larry Rulien
State Highway Engineer

CC
4A

SUBJECT: Request for Increase in Project Authorization
Moro-Grass Valley Section
Sherman Highway, Sherman County
Contract No. 9694

This federal-aid grading and paving project has been completed and it is now apparent that the final cost will exceed the project authorization by $145,000 or six percent. The authorization for this project was previously increased by action of the Commission at the May 15, 1984 meeting because of extra work required to level and reinforce the badly deteriorated pavement surface.

Placement of a seal to extend the life of the new pavement was scheduled for a future time, and funding was not provided in the authorization for this project. The seal became necessary at this time in order to preserve the pavement and maximize its useful life, adding $123,000 to the cost of the project.

Widening of the existing roadbed to provide room for building a guardrail flare for improved traffic safety increased the project cost by approximately $6,000.

Construction engineering charges overran also by the increased cost necessary to properly monitor, inspect and document the additional work.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $145,000 to a new total of $2,623,676.88. This matter will be on the consent calendar for the December 17 meeting.

cc Fred D. Miller
R. W. Gormsen
C. O. Fredrickson
V. E. Skoog
Dale D. Allen
George Bell

Form 734-3122

STATE OF OREGON

INTEROFFICE MEMO

Highway Construction 378-6318

FILE: CON 5

RECEIVED
STAT. HWY ENGR
DEC 4 '85
REFER TO
FOR

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: December 4, 1985

NOTED
W. E. SCHWARTZ

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Moro-Grass Valley Section
Sherman Highway, Sherman County
Contract No. 9694

This federal aid grading and paving project has been completed and it is now apparent that the final cost will exceed the project authorization by $145,000 or six percent. The authorization for this project was previously increased by action of the commission at the meeting of May 15, 1984, because of extra work required to level and reinforce the badly deteriorated pavement surface.

Placement of a seal to extend the life of the new pavement was scheduled for a future time, and funding was not provided in the authorization for this project. The seal became necessary at this time in order to preserve the pavement and maximize its useful life, adding $123,500 to the cost of the project.

Widening of the existing roadbed to provide room for building a guardrail flare for improved traffic safety increased the project cost by approximately $6,000.

Construction engineering charges overran also by the increased cost necessary to properly monitor, inspect and document the additional work.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $145,000. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: D. D. Allen
B. M. Walton
W. R. Meritt
D. L. Trout

81-125-1387

CL 1985-021

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
NOV 29 1985
BARBARA ROBERTS
SECRETARY OF STATE

November 20, 1985

CON 5
#9694

IN REPLY REFER TO
FILE NO.:

Allen, Kilmer, Schrader,
Yazbeck & Chenoweth
Attorneys and Counselors
735 S.W. First Avenue
Strowbridge Building
Portland, OR 97204

Attention: Lynnia K. Woods

This will acknowledge your letter of November 7, 1985, with attached Notice of Claim filed on behalf of Dirt and Aggregate Interchange, Inc., concerning the following Highway Division contract:

FILED BY:	Dirt and Aggregate Interchange, Inc.
AMOUNT:	$7,210.65 plus interest
FOR:	Labor and material
AGAINST (Prime contractor):	Ameada Mining & Construction Co., Inc.
CONTRACT NO.:	9694
PROJECT:	Moro-Grass Valley Section, Sherman Highway, Sherman County
SURETY:	Safeco Insurance Co. of America
AGENT:	Fred S. James & Co. of Oregon

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
DEC 6 - 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Ameada Mining & Construction Co., Inc.
P.O. Box 852
The Dalles, OR 97058

Safeco Insurance Co.
4101 S.W. Kruse Way
Lake Oswego, OR 97034

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED ON CARD
2-18-86 cc

ALLEN KILMER, SCHRADER, YAZBECK & CHENOWETH
ATTORNEYS AND COUNSELORS
A PROFESSIONAL CORPORATION

735 S.W. FIRST AVENUE
STROWBRIDGE BUILDING
PORTLAND, OREGON 97204
503-224-0055

JEFFREY M. KILMER*
JOSEPH A. YAZBECK, JR.
CHARLES R. SCHRADER*
ANDREW K. CHENOWETH
F. GORDON ALLEN
STEPHEN C. VOORHEES

ROBERT L. O'HALLORAN
LYNNIA K. WOODS
JAMES P. LAURICK
FRED L. KOPATICH
GEORGE J. HIBBERT

EUGENE OFFICE
SOUTH PARK BUILDING
101 EAST BROADWAY
EUGENE, OREGON 97401
503-687-9210

CERTIFIED MAIL - RETURN RECEIPT REQUESTED

November 7, 1985

Robert W. Gormsen, Commission Services
121 Transportation Building
Salem, Oregon 97310

Re: Notice of Claim Against Bond Provided by Safeco Insurance Company of America, As Surety, and Ameada Mining & Construction Co., Inc., As Principal

Dear Mr. Gormsen:

Enclosed please find a copy of the Notice of Claim filed with the Secretary of State for the State of Oregon and with Ameada Mining & Construction Co., Inc.

If full payment of Dirt & Aggregate Interchange, Inc.'s claims is not received within ten (10) days from the date of this letter, we will file suit on Ameada Mining's bond.

Very truly yours,

Lynnia K. Woods

LKW/lab

RECEIVED
NOV 8 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

*OREGON AND WASHINGTON BARS

DIRT & AGGREGATE INTERCHANGE, INC.

GENERAL CONTRACTORS
20905 N.E. SANDY BLVD., • TROUTDALE, OREGON 97060
(503) 661-5093

CERTIFIED MAIL - RETURN RECEIPT REQUESTED

November 7, 1985

M. D. Van Valkenburgh
Registered Agent
Ameada Mining & Construction Co., Inc.
204 East Fourth Street
The Dalles, Oregon 97058

Re: NOTICE OF CLAIM AGAINST ORS CHAPTER 279 BOND
Agency: Oregon State Highway Division,
Department of Transportation, Contract #9694
Prime Contractor: Ameada Mining & Construction Co., Inc.
Surety: Safeco Insurance Company of America

Dear Secretary of State:

Pursuant to ORS 279, notice hereby is given that the undersigned Dirt & Aggregate Interchange, Inc. has claims for:

1) guardrail work and materials furnished for the Moro-Grass Valley Section of the Sherman Highway in Sherman County by Dirt & Aggregate Interchange, Inc. in the sum of Six Thousand Eighty-Six Dollars and Sixty-Five Cents ($6,085.65), together with interest thereon; and

2) rehanging guardrail on the Moro-Grass Valley Section of the Sherman Highway in Sherman County by Dirt & Aggregate Interchange, Inc. in the sum of One Thousand One Hundred Twenty-Five and No One Hundredths Dollars ($1,125.00), together with interest thereon.

Both claims are against the bond taken from Ameada Mining & Construction Co., Inc., as principal, and Safeco Insurance Company of America, as surety, for the Oregon State Highway Division Contract for the Moro-Grass Valley Section of the Sherman Highway in Sherman County, Contract #9694. Such material or labor was supplied to Ameada Mining & Construction Co., Inc.

Very truly yours,

DIRT & AGGREGATE INTERCHANGE, INC.

By: Henry H. Pelfrey
Henry H. Pelfrey, President

RECEIVED
NOV 8 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

DIRT & AGGREGATE INTERCHANGE, INC.

GENERAL CONTRACTORS
20905 N.E. SANDY BLVD., • TROUTDALE, OREGON 97060
(503) 661-5093

CERTIFIED MAIL - RETURN RECEIPT REQUESTED

November 7, 1985

Secretary of State
141 State Capitol Bldg.
Salem, Oregon 97310

Re: NOTICE OF CLAIM AGAINST ORS CHAPTER 279 BOND
Agency: Oregon State Highway Division,
Department of Transportation, Contract #9694
Prime Contractor: Ameada Mining & Construction Co., Inc.
Surety: Safeco Insurance Company of America

Dear Secretary of State:

Pursuant to ORS 279, notice hereby is given that the undersigned Dirt & Aggregate Interchange, Inc. has claims for:

1) guardrail work and materials furnished for the Moro-Grass Valley Section of the Sherman Highway in Sherman County by Dirt & Aggregate Interchange, Inc. in the sum of Six Thousand Eighty-Six Dollars and Sixty-Five Cents ($6,085.65), together with interest thereon; and

2) rehanging guardrail on the Moro-Grass Valley Section of the Sherman Highway in Sherman County by Dirt & Aggregate Interchange, Inc. in the sum of One Thousand One Hundred Twenty-Five and No One Hundredths Dollars ($1,125.00), together with interest thereon.

Both claims are against the bond taken from Ameada Mining & Construction Co., Inc., as principal, and Safeco Insurance Company of America, as surety, for the Oregon State Highway Division Contract for the Moro-Grass Valley Section of the Sherman Highway in Sherman County, Contract #9694. Such material or labor was supplied to Ameada Mining & Construction Co., Inc.

Very truly yours,

DIRT & AGGREGATE INTERCHANGE, INC.

By: Henry H. Pelfrey
Henry H. Pelfrey, President

RECEIVED
NOV 8 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

We are a minority owned business enterprise.

9694

October 24, 1985

Ameada Mining & Construction Co., Inc.
P. O. Box 852
The Dalles, OR 97058

CON 5

Re: Time Extension Request
Moro-Grass Valley
Contract No. 9694
FAP No. F-12(4)

Your request for additional contract time in which to complete the above project has been very carefully reviewed. You requested an additional 61 days of contract time due to eight separate causes.

You requested 12 additional days due to the performance of extra work. Our records indicate that this work required 14 calendar days to complete. Accordingly, a contract time adjustment of an additional 14 calendar days is granted for this reason.

You requested an additional 39 days due to wet conditions, additional General Excavation, additional preleveling asphalt mixture, additional Class B asphalt mixture, replacement of washed out culvert pipes and a change in grade of a cattle pass. The weather conditions encountered were reasonably predictable and therefore not a valid reason for adjustment of contract time. The culvert pipe replacement was a contractor responsibility and not a valid reason for adjustment of contract time. The remaining items did not delay project completion and therefore are not valid reasons for adjustment of contract time.

You requested an additional 10 days of contract time due to an increase in quantities of guardrail installed. Our review indicates that an additional nine calendar days of contract time is warranted due to the added guardrail quantities.

In summary, a contract time adjustment of an additional 23 calendar days is granted for the reasons hereinabove stated. The adjusted contract time of completion for this project is 373 calendar days. There remains eight calendar days of liquidated damages under this contract. Should you wish to further review this matter, or to submit additional data, please contact Project Manager Reid Meritt.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer

WES:OBJ:mk

bc: C. O. Fredrickson
Dale Allen w/att.
Reid Meritt w/att.
FHWA w/att.
Bruce Walton

TE/211

STATE OF OREGON

INTEROFFICE MEMO

TO: C. O. Fredrickson
Construction Engineer

DATE: September 30, 1985

FROM: Steve Macnab
Region Operations Engineer

SUBJECT: Time Extension Request
Moro-Grass Valley Section
Contract #9694

Attached for your consideration is a request for additional time on the subject contract. Also included is a comprehensive review of the request by Reid Meritt, Project Manager, along with his recommendation.

After studying the circumstances associated with each item in the request, I concur with Mr. Meritt's recommendation that 10 additional calendar work days be granted.

If you need additional support data, let me know.

SHM:br

Enclosures

CC: Reid Meritt

10-21-85
W. E. Schwartz -

I concur with the 10 workday time extension recommended by Region & Project Manager. (10 x 1.4 = 14 calendar days)

The guard rail quantities overran by ± 40%. We should grant an additional 6½ work days, 9 calendar days, for this additional work

O. B. Jackson

RECEIVED
OCT 02 1985
CONSTRUCTION
SECTION

CE___ CAE___ COE___ OM___ OE_____ CA_____ CAM_____ EEO_____ LS_____ TC_____ SA_____ CC_____ FE_____ CP_____ PQC_____ QCS_____ FILE_____

81-186-1307

9694 jc

N

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: F-12(4)

2. STATE PROJECT NO.: See Below

2A. COUNTY NAME: Sherman

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 20049

6. TO

10-7 85

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
OCT 9 '85
REFER TO
Potter
FOR
Info | Files | R/D | D/R | Sign | Cal | File

7. DATE AUTHORIZATION EFFECTIVE: May 20, 1985

8. FEDERAL ROUTE NUMBER: FAP 12

9. STATE ROUTE NUMBER: Primary 42

10. GENERAL LOCATION:

Moro - Grass Valley Section

11. GENERAL DESCRIPTION OF WORK

Repair & correct deficiencies in paved surface and place an 0-31 asphalt wearing course over entire project.

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [X] CONSTRUCTION PROCEED ON A ~~XXXXXXXXXXXXXXXXXX~~ FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 5-20-85 as requested in Mr. Fredrickson's letter of 9-18-85 as being cost effective for the use of State forces to proceed with the above work. State Force Order No. 5 is approved for a TEC of $123,500; Federal Funds $108,865.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
10/7/85	G. K. Hansen	For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9694

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Moro - Grass Valley		WEEK ENDING: September 28, 1985
		SECTION PREFIX: C09694
HIGHWAY: Sherman		COUNTY: Sherman
NAME OF JOB: Moro - Grass Valley	KIND OF WORK: Grading and Paving	
CONTRACTOR: Ameada Mining and Construction	CONTRACT NUMBER: 9694	FEDERAL AID PROJECT NUMBER: F-12(4)
DATE OF CONTRACT: August 4, 1983	DATE WORK STARTED: September 16, 1983	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 350 CDW	CALENDAR DAYS USED 381
PROJECT AUTHORIZATION: $ 2,478,676.88	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 109
EXCLUSIVE OF ENGINEERING: $ 2,301,620.08	ENGINEERING AUTHORIZATION $ 177,056.80	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 2,451,476.22	ENGINEERING COST TO DATE $ 271,337.79	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 106
ESTIMATED PERCENT: OVERRUN XXXXXX 6.1 %	PERCENT OF AUTHORIZATION 153.3 %	DATE PROJECT WAS COMPLETED: November 30, 1984

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	2.11	2.11			10.83
MILES PARTIALLY COMPLETED					
MILES COMPLETED	2.11	2.11			10.83
TOTAL ESTIMATED QUANTITIES (CONTRACT)	125100 CY	87250 TN			44500 TN
TOTAL QUANTITIES CORRECTED TO DATE	113301 CY	79719 TN			60952 TN
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	113301 CY	79719 TN			60952 TN
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 22	Sunny - Warm	0		
MONDAY 23	Sunny - Warm	0		
TUESDAY 24	Sunny - Warm	0		
WEDNESDAY 25	Sunny - Warm	0		
THURSDAY 26	Sunny - Warm	0		
FRIDAY 20	Sunny - Warm	0		
SATURDAY 21	Sunny - Warm	0		

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

22 SUNDAY	No activity.
23 MONDAY	No activity.
24 TUESDAY	No activity.
25 WEDNESDAY	No activity.
26 THURSDAY	No activity.
20 FRIDAY	No activity.
21 SATURDAY	No activity.

REMARKS

This Week: Semifinal estimate and related data submitted through Region 4 on September 27, 1985.

****
* *
* FINAL REPORT *
* *
****

SIGNED W. Reid Merritt LOCATION The Dalles

W. Reid Merritt, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

cc Schwoutz
Adams
See p 2

PROJECT INSPECTION REPORT

Oregon Department of Transportation
HIGHWAY DIVISION

Intermediate ☐
Final ☒

Project Name				Contract No.
Moro--Grass Valley				9694
Highway			County	Prefix No.
Sherman			Sherman	28-1059
Contract Time Elapsed %	Contract Work Completed %	Contract Work Quality	Contract Work Progress	F.A. Project No.
				F-12(4)
Inspection date		By		
May 20, 1985		Steve Macnab		
In company with				
Reid Meritt, Dave Carter, Chet Anderson, Art Steele				

REMARKS

(Scope of inspection, Findings, Recommendations, Instructions, etc.)

This is the final inspection on the subject project. The contract called for overlaying the north half of the section and realigning and paving the south half. The final inspection was deferred until this time to review pavement placed by the contractor under Price Agreement after the paving cut-off dates in the contract. Under that Price Agreement, the contractor was held responsible for any winter damage to the section paved late in the year.

In reviewing the pavement, we saw no significant difference between the pavement placed prior to the cut off or that placed afterwards, with the exception of several patches. These patches were required to feather some low spots from the paving operation. Because of the thin nature of the patch and the cold weather, significant portions have been lost. Under the Price Agreement, the contractor is responsible for repairing these sections.

Approximately the first of August, State Forces will place a chip seal over the entire section. This work has been verbally approved by Dave Carter as a participating item, including the use of Styrelf asphalt emulsion. It is desirable to have the patching work, which the contractor is responsible for, done just prior to the chip seal to ensure the integrity of the patch. For this reason, it is in the public interest to have the patches repaired by State Forces. Reid Meritt was instructed to contact the Contractor to see if she has any strong objections to this course. If not, he will determine an appropriate price reduction and write a Force Order to have the work done by District 9 crews.

(USE ADDITIONAL SHEETS AS REQUIRED)

FINAL INSPECTION CHECKLIST

_____ Date opened to traffic or in operation
_____ Date of Second Notification
_____ Date Contractor's notice for semi-final inspection received
_____ Date Contractor removed equipment, plant, etc.
_____ Estimated submittal date of semi-final estimate
_____ Recommended acceptance date of completed contract work

RECEIVED
STATE HWY ENGR
JUN 4 '85
REFER TO FOR
Info | Invest | R/D | D/R | Sign | Act | File

Original to: Construction Engineer
Copy to: Region Engineer
District Engineer
Resident Engineer
Project Mgt. (Final Only)
FHWA (Final F.A. Only)
Project Engineer (If Applicable)

Signed Steven H Macnab

Title Region Operations Engineer

F

SP*70731-734

Other items reviewed included reconstruction of the guard rail at the Sherman High School entrance immediately south of Moro. This reconstruction was done by State Forces under a Force Order approved earlier this year. Construction of the guard rail by the contractor significantly reduced sight distance at the road connection. State Forces removed approximately 200' of guard rail and flattened the slopes off the shoulder to produce a safer road crossing condition. This work was done in an acceptable manner.

A significant number of the flexible Carsonite-type sight posts have worked their way loose and are lying on the ground. Since their installation, maintenance has had a continual problem of resetting these devices. Carsonite has provided an anchor which attaches to the base of the sight posts. These will be installed by State Forces and the sight posts, reset. The apparent reason for the problem is that the contractor was forced to auger a hole for the posts because of the coarse base material encountered. As a result, the backfill material was loose and did not provide a positive anchor for the posts. On future projects, if the option is given to auger, the clip-on anchor should be required and paid by the contractor.

The last item of significance is the southbound passing lane located approximately one-and-a-half miles north of Grass Valley. This is an extremely short passing lane which is partially obscured by the vertical alignment. In addition, the improved alignment to the north results in higher vehicle speeds. The result of these two features is a reduced opportunity for a passing maneuver. In order to adequately provide a passing opportunity, the passing lane should be extended to the north. However, this will require an additional expenditure which we collectively felt was not cost effective, since the passing opportunity was no longer needed at this location. The inspection group felt it highly desirable to eliminate the passing lane through restriping after the chip seal, if this could be accomplished in a reasonable manner. Removal of pavement to reduce the width of the section was not favored as a method to eliminate the travel lane. John Holcomb and I will review the section to determine if it can be restriped effectively to eliminate the passing lane.

In general, the contract work was done in accordance with the Standard Specifications and Contract Plans and acceptance of the project is recommended.

These were the specified type which we did not question. Unless there is some overriding safety issue I would like direction to go to all steel w/ the narrow paddle east of the Cascades.

Rob

96

9674

September 28, 1984

Corey, Byler, Rew, Lorenzen & Hojem
Attorneys at Law
PO Box 218
Pendleton, OR 97801

CON 5
#9694

Attention: Douglas E. Hojem

Gentlemen or Ladies:

As requested, we are attaching a copy of the Performance Bond filed by Safeco Insurance Co. on Contract No. 9694 awarded to Amsada Mining and Construction Co., Inc. for work on the Moro-Grass Valley Section of Sherman Highway in Sherman County.

Information concerning subcontractors can be obtained by writing our Construction Section, 1158 Chemeketa Street, N. E., Salem, OR 97310. Phone 378-6318.

The State does not make payments direct to claimants. The performance bond put up by the contractor is to assure payment if the contractor is unable to pay. You may wish to contact the surety direct.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKN:kjm
Attachment

COREY, BYLER, REW, LORENZEN & HOJEM
ATTORNEYS AT LAW
222 S. E. DORION AVE.
P. O. BOX 218
PENDLETON, OREGON 97801

GEORGE H. COREY
ALEX M. BYLER
LAWRENCE B. REW
STEVEN H. COREY
HENRY C. LORENZEN
DOUGLAS E. HOJEM

TELEPHONE
AREA CODE 503
276-3331

September 20, 1984

Department of Transportation-Highway Division
Commission Services
121 Transportation Building
Salem, Or 97310

Attention: Mr. Robert Gormsen

Re: Claim against Contractor's Bond

Dear Sir:

I previously presented a claim on behalf of my client, Rod Britt Construction, against the sureties involved in the above referenced project. As best we can determine, the surety for the principal contractor is Safeco Insurance Company of America, and the surety for the subcontractor that retained my client is U.S. F & G. Would you be so kind as to provide me with photo copies of the bonds filed by the two surety companies. If you need payment in advance for copy fees, please let me know immediately so that I can tender a check.

If you have any knowledge as to when my client might expect payment, whether it be from the surety companies or from the State of Oregon, please let me know so that I can advise my client.

Yours very truly,

Douglas E. Hojem

DEH:L

cc Theda Britt

RECEIVED
SEP 24
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9694 CL 84-189

1

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
OCT 2 1984
NORMA PAULUS
SECRETARY OF STATE

September 24, 1984

Traffic Safety Supply
2324 S. E. Umatilla
Portland, OR 97202

COM 3
#9694

Attention: Dick Parson
Vice President

Gentlemen:

This will acknowledge your letter of September 17, 1984, filing a claim against the following Highway Division contract:

FILED BY:	Traffic Safety Supply Co.
AMOUNT:	$2,611.27
FOR:	Material
AGAINST (Prime contractor)	Amseda Mining and Construction Co., Inc.
CONTRACT NO.:	9694
PROJECT:	More-Grass Valley Section, Sherman Highway Sherman County
SURETY:	Safeco Insurance Co. of America
AGENT:	Fred S. James and Co. of Oregon

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

NOTED ON CARD
10-3-84 kjm

Please advise this office when your claim has been paid.

RECEIVED
OCT 3 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Sincerely,

Robert W. Gernsen
COMMISSION SERVICES

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

cc: Amseda Mining & Construction Co., Inc.
P. O. Box 852
The Dalles, OR 97058

Safeco Insurance Co. of America
4101 S. W. Kruse Way
Lake Oswego, OR 97034

TRAFFIC SAFETY SUPPLY CO.

2324 S.E. UMATILLA ST. PORTLAND, OREGON 97202 235-8531 AREA CODE 503

September 17, 1984

Robert W. Gormsen
Commission Services
Room 121 - Transportation Bldg.
Salem, OR 97310

Subject: Notice of Claim Against State of Oregon, Contract #9694, Morrow Grass Valley.

Dear Mr. Gormsen:

Notice hereby is given that the undersigned, Traffic Safety Supply Co., has a claim for type III barricades, traffic cones, signs and freight in the amount of $2611.27 against the bond taken from Ameada Mining & Construction and Safeco Insurance Co..

Very truly yours,

Traffic Safety Supply Co.

For: Dick Parson

Dick Parson
Vice President

DP:nh

RECEIVED
SEP 19, 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CL 84-158 1611

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

bc: Secretary of State -
Please acknowledge receipt of the attached claim on the enclosed copy of this letter. Claim filed directly by attorney.

August 23, 1984

FILED
AUG 27 1984
NORMA PAULUS
SECRETARY OF STATE

CON 5
#9694

Schwab, Hilton & Howard
Attorneys at Law
610 SW Alder Street
Portland, OR 97205

Attention: Scott Howard

Gentlemen or Ladies:

This will acknowledge a copy of your letter addressed to the Secretary of State and Ameada Mining & Construction Co., Inc., dated August 6, 1984, with attached Notice of Claim on behalf of Valley Rentals, Inc., concerning the following Highway Division contract:

FILED BY:	Valley Rentals, Inc.
AMOUNT:	$5,473
FOR:	Equipment rented and materials supplied
AGAINST (Prime contractor)	Ameada Mining & Construction Co., Inc.
SUBCONTRACTOR:	Central Columbia Construction
CONTRACT NO.:	9694
PROJECT:	Moro-Grass Valley Section, Sherman Highway, Sherman County
SURETY:	Safeco Insurance Co. of America
AGENT:	Fred S. James & Co. of Oregon

We will advise the surety and the prime contractor of the receipt of this claim filing.

Please advise this office when your client's claim has been paid.

ED
8-30-84 kjn

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
AUG 28 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Ameada Mining & Construction Co., Inc.
Safeco Insurance Co. of America

SCHWAB, HILTON & HOWARD
ATTORNEYS AT LAW
1200 OREGON NATIONAL BUILDING
610 S. W. ALDER STREET
PORTLAND, OREGON 97205
TELEPHONE (503) 226-2926

DWIGHT L. SCHWAB
FRANK H. HILTON, JR.
CHARLES SCOTT HOWARD
HARRISON LATTO

DENTON G. BURDICK, JR.
(1918-1980)

August 6, 1984

CERTIFIED MAIL - RETURN RECEIPT REQUESTED
(Certified Receipt No. P 713 942 606)

Honorable Norma Paulus
Secretary of State
Labor & Industries Building
Salem, Oregon 97310

CERTIFIED MAIL - RETURN RECEIPT REQUESTED
(Certified Receipt No. P 713 942 607)

Ameada Mining & Construction, Inc.
P. O. Box 852
The Dalles, Oregon 97058

Re: Oregon State Highway Department Contract No. 9694

Dear Madam Secretary and Gentlemen:

Enclosed is a Notice of Bond Claim given on behalf of Valley Rentals, Inc., with reference to the above-entitled job.

Will you please acknowledge receipt of this Notice.

Yours very truly,

Scott Howard

SH/emb

Enclosure

RECEIVED
AUG 7 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Cc: Oregon State Highway Division (Certified Mail - Return Receipt Requested)
Attention: Robert Gormsen (Certified Receipt No. P 713 942 608)
121 Transportation Building (with enclosure)
Salem, Oregon 97310

Safeco Insurance Company (Certified Mail - Return Receipt Requested)
4101 S. W. Kruse Way (Certified Receipt No. P 713 942 609)
Lake Oswego, Oregon 97034 (with enclosure)

Valley Rentals, Inc.
Attention: John McKenzie

NOTICE OF BOND CLAIM

TO Ameada Mining & Construction, Inc.
P. O. Box 852
The Dalles, Oregon 97058

Norma Paulus
Secretary of State
Labor & Industries Building
Salem, Oregon 97310

Re: Oregon State Highway Department Contract No. 9694

NOTICE IS HEREBY GIVEN that the undersigned, Valley Rentals, Inc., has a claim for equipment rented and materials supplied to Central Columbia Construction, a sub-contractor of Ameada Mining & Construction, Inc., in the sum of $5,473.00, against the bond taken from Ameada Mining & Construction, Inc., as principal, and Safeco Insurance Co., as surety, for the work of the Moro Grass Valley Section of Sherman Highway, Sherman County, Oregon, Oregon State Highway Department Contract No. 9694.

VALLEY RENTALS, INC.

John E. McKenzie

John McKenzie
General Manager

Cc: Oregon State Highway Division
Attention: Robert Gormsen
121 Transportation Building
Salem, Oregon 97310

Safeco Insurance Co.
4101 S. W. Kruse Way
Lake Oswego, Oregon 97034

RECEIVED
AUG 7 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CL 84-160

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
AUG 27 1984
NORMA PAULUS
SECRETARY OF STATE

August 23, 1984

Mr. Larry Konopaski
Box 171
Moro, OR 97029

CON 5
#9694

Dear Mr. Konopaski:

This will acknowledge your Notice dated August 3, 1984, filing a claim against the following Highway Division contract:

FILED BY:	Larry Konopaski
AMOUNT:	$5,313.21
FOR:	Equipment rental
AGAINST (Prime contractor)	Ameada Mining and Construction Co., Inc.
SUBCONTRACTOR:	Central Columbia Construction
CONTRACT NO.:	9694
PROJECT:	Moro-Grass Valley Section, Sherman Highway, Sherman County
SURETY:	Safeco Insurance Co. of America
AGENT:	Fred S. James & Co. of Oregon

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

NOTED ON C...D
8-30-84 tjm

Sincerely,
ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
AUG 28 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Ameada Mining & Construction Co., Inc.
Safeco Insurance Co. of America

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

Claimant claims a lien for the amount last stated upon the said improvement and upon the site, to-wit: the land upon which said improvement is constructed, together with such space about the same as may be required for the convenient use and occupation of the improvement constructed on said site, to be determined by the court at the time of the foreclosure of this lien.

In construing this instrument, the masculine pronoun means and includes the feminine and the neuter, and the singular includes the plural, as the circumstances may require.

Dated this 31st day of AUGUST, 1984

LKONOPASKI
Box 171
~~The Dalles~~ ORE
MOMS 97029

Larry A. Konopaski
P.O. Box 171 Grass Valley ORE 77029
Claimant

State of Oregon, County of SHERMAN :ss.

I, Larry A. Konopaski, being first duly sworn, depose and say: That I am the *claimant named in and who signed the foregoing instrument; that I have knowledge of the facts therein set forth; that all statements made in said instrument are true and correct, as I verily believe.

Larry A. Konopaski

Subscribed and sworn to before me this 31st day of August, 1984

(SEAL)

Nancy C. Reed
NANCY C. REED
NOTARY PUBLIC-OREGON
My Commission Expires 9-16-85

Notary Public for Oregon. My Commission expires .....

NOTICE TO THE OWNER of the land described in the attached copy of claim of lien:

Please be advised that the original claim of lien of which the attached is a true copy was filed and recorded in the office of the recording officer of SHERMAN County, Oregon, on August 3rd, 1984

Larry A. Konopaski
Claimant

* Attorney for, Agent for, Secretary of, etc., or if an individual, leave blank.

Note: ORS 87.039 provides:

"A person filing a claim for a lien as provided by ORS 87.035 shall deliver to the owner a notice in writing that the claim has been filed. The notice shall be delivered not later than 20 days after the date of filing."

Note: The foregoing lien is created by subsection 1 of ORS 87.010. Section ORS 87.035 provides: "Every person claiming a lien under subsection (1) or (2) of ORS 87.010 shall file the claim not later than 90 days after he has ceased to provide labor, rent equipment or furnish materials or 60 days after completion of construction, whichever is earlier." Also that the lien claim "shall be filed for recording with the recording officer of the county or counties in which the improvement or some part thereof, is situated."

CLAIM OF CONSTRUCTION LIEN
LABOR AND/OR MATERIALS
(FORM No. 126)

Larry A. Konopaski
Lien Claimant

Owner

AFTER RECORDING RETURN TO
LARRY A. KONOPASKI
P.O. BOX 171
GRASS VALLEY 97029

CERTIFIED
P 422 848 812
MAIL

SHERMAN COUNTY CLERK
SPACE RESERVED FOR RECORDER'S USE
STATE OF OREGON

STATE OF OREGON } ss.
County of Sherman

I certify that the within instrument was filed in my office on the 3rd day of August, 1984, at 10:15 o'clock A.M., and recorded in book/~~reel~~/volume 1 at page 36, or as ~~file/instrument/microfilm~~/reception No. 11,951, of the Construction Lien Book of said County.

Witness my hand and seal of County affixed.

Linda Ennis
Recording Officer

By Jo Ann Christensen
Deputy

FORM No. 126—CONSTRUCTION LIEN—Labor, materials and/or rented equipment. STEVENS-NESS LAW PUB. CO., PORTLAND, OR. 97204

Or Use only for construction commenced prior nuary 1, 1982.

KNOW ALL MEN BY THESE PRESENTS: The undersigned, hereinafter called the claimant, has performed labor upon, transported or furnished materials and/or rented equipment (as hereinafter described), actually used in the construction of that certain improvement known as Marrow Grass Valley Sherman Hwy - Sherman County all at the instance of the owner of said improvement or his construction agent; said improvement is situated upon certain land in the County of SHERMAN, State of Oregon, (which is the site of said improvement) described as follows:

F-12 (4) Mile Post 19.57 To 29.4

RECEIVED
AUG 6 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

The address of said land is, if known (if unknown, so state) UNKNOWN, in said county and state.

The name of the owner or reputed owner of said land is STATE of OREGON,

The name of the owner or reputed owner of said improvement is STATE of OREGON; the person or persons just named at all times herein mentioned had knowledge of the construction of said improvement.

The name of the person ☐ who employed claimant to perform said labor, to furnish said materials and/or equipment, or ☒ to whom he furnished said materials or rented said equipment (indicate which) is CENTRAL COLUMBIA CONSTRUCTION

The kind of labor so performed, materials so transported or furnished and equipment so rented by claimant was:

Labor (if no labor performed, insert word "none") NONE

Materials (if no materials furnished, insert the word "none") NONE

Equipment rented; if none, insert "none." Plus Interest $ 5304.21

Claimant commenced to perform said labor, to furnish said material and/or equipment on ....., 19....., and completed same on....., 19....., after which he ceased to perform labor and/or to furnish materials or equipment. The construction of said improvement was completed on ....., 19..... (If not yet completed, so state).

The following is a true statement of claimant's demand after deducting all just credits and offsets, to-wit:

Labor	$ NONE
Materials	$ NONE
Equipment; its reasonable rental value Plus Interest	$
	$ 5304.21
Recording fees	$ 9.00
Total	$ 5313.21
Less all just credits and offsets	$ NONE
Balance due claimant	$ 5313.21

For the time and place of recording to make this lien a valid claim, see quotation from ORS 87.035 on next page.

— OVER —

9694

CL 84-157

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
AUG 22 1984
NORMA PAULUS
SECRETARY OF STATE

August 21, 1984

IN REPLY REFER TO
FILE NO.:

CON 5
#9694

Corey, Byler, Rew, Lorenzen & Hojem
Attorneys at Law
PO Box 218
Pendleton, OR 97801

Attention: Douglas E. Hojem

Gentlemen or Ladies:

This will acknowledge your letter of August 2, 1984, with attached Notice of Claim on behalf of Rod Britt Construction, Inc., concerning the following Highway Division contract:

FILED BY:	Rod Britt Construction, Inc.
AMOUNT:	$19,180
FOR:	Equipment rental
AGAINST (Prime contractor)	Ameada Mining and Construction Co., Inc.
SUBCONTRACTOR:	Central Columbia Construction Co., Inc.
CONTRACT NO.:	9694
PROJECT:	Moro-Grass Valley Section, Sherman Highway, Sherman County
SURETY:	Safeco Insurance Co. of America
AGENT:	Fred S. James & Co. of Oregon

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been paid.

Sincerely,

NOTED ON LOG
8-30-84 kjm

ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

cc: Safeco Insurance Co. of America
Ameada Mining & Construction Co., Inc.

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

731-0188

RECEIVED
JUL 24 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

COREY, BYLER, REW, LORENZEN & HOJEM
ATTORNEYS AT LAW
222 S. E. DORION AVE.
P. O. BOX 218
PENDLETON, OREGON 97801

GEORGE H. COREY
ALEX M. BYLER
LAWRENCE B. REW
STEVEN H. COREY
HENRY C. LORENZEN
DOUGLAS E. HOJEM

TELEPHONE
AREA CODE 503
276-3331

August 2, 1984

Certified Mail -- Return Receipt Requested

Department of Transportation-Highway Division
Commission Services
121 Transportation Building
Salem, Or 97310

Attention: Mr. Robert Gormsen

Re: Claim Against Contractor's Bond

Dear Mr. Gormsen:

Attached hereto please find a Notice of Claim presented in accordance with ORS 279.528. Your office has advised that this claim will be forwarded by you to the Secretary of State, the prime contractor, and the surety involved.

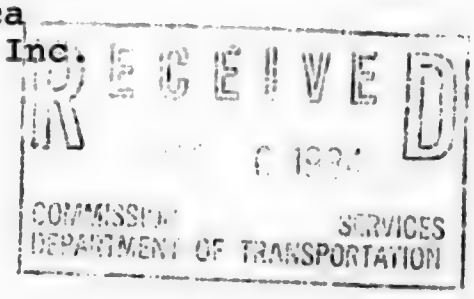
The project involved was the Moro-Grass Valley section of the Sherman Highway, Sherman County. We have been informed by your office that the contract number was No. 9694. We understand that the prime contractor was Ameada Mining & Construction Co., whose surety on the job was Safeco Insurance Company of America. My client provided equipment to a subcontractor on the job, Central Columbia Construction, Inc. The amount presently due and owing my client is $19,180.00.

Yours very truly,

Douglas E. Hojem

DEH:1
enc.

cc Ameada Mining & Construction Co., Inc.
cc Safeco Insurance Company of America
cc Central Columbia Contruction Co., Inc.



To: Department of Transportation, State of Oregon:

Notice is hereby given that the undersigned Rod Britt Construction, Inc., has a claim for equipment rental, said equipment being two scrapers and a D8-K cat, in the sum of $19,180.00 against the bond taken from Ameada Mining & Construction Company, Inc., as principal, and Safeco Insurance Company of America, as surety, for the work involving the Moro-Grass Valley Section of the Sherman Highway, in Sherman County, Contract No. 9694. The equipment was rented directly to Central Columbia Construction Company, Inc., a subcontractor on the job.

ROD BRITT CONSTRUCTION, INC.

By Rod Britt
President

RECEIVED
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CL84-156 9694

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
AUG 21 1984
NORMA PAULUS
SECRETARY OF STATE

August 16, 1984

IN REPLY REFER TO
FILE NO.:

CON 5
#9694

Ron Lauer Trucking
1817 NE 116th Place
Portland, OR 97220

Gentlemen or Ladies:

This will acknowledge your Notice dated August 3, 1984, filing a claim against the following Highway Division contract:

FILED BY:	Ron Lauer
AMOUNT:	$4,072.52
FOR:	Equipment rental
AGAINST (Prime contractor)	Ameada Mining & Construction Co., Inc.
SUBCONTRACTOR:	Central Columbia Construction
CONTRACT NO.:	9694
PROJECT:	Moro-Grass Valley Section, Sherman Highway, Sherman County
SURETY:	Safeco Insurance Co. of America
AGENT:	Fred S. James & Co. of Oregon

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,
ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

NOTED ON CARD
8-22-84 kpi

cc: Safeco Insurance Co. of America
Ameada Mining & Construction Co., Inc.

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

731-0168

Claimant claims a lien for the amount last stated upon the said improvement and upon the site, to-wit: the land upon which said improvement is constructed, together with such space about the same as may be required for the convenient use and occupation of the improvement constructed on said site, to be determined by the court at the time of the foreclosure of this lien.

In construing this instrument, the masculine pronoun means and includes the feminine and the neuter, and the singular includes the plural, as the circumstances may require.

Dated this 3RD *day of* AUGUST, *19*84

RONALD E LAUER

1817 N.E 116th PL PORTLAND, OR 97220

Claimant

State of Oregon, County of MULTNOMAH :ss.

I, RONALD E. LAUER, *being first duly sworn, depose and say: That I am the* ____* *claimant named in and who signed the foregoing instrument; that I have knowledge of the facts therein set forth; that all statements made in said instrument are true and correct, as I verily believe.*

Ronald E. Lauer

Subscribed and sworn to before me this 3rd *day of* August, *19*84

(SEAL)

Nancy C Reed
NANCY C. REED
NOTARY PUBLIC-OREGON
My Commission Expires 9-16-85

Notary Public for Oregon. My Commission expires ____

***NOTICE TO THE OWNER** of the land described in the attached copy of claim of lien:*

Please be advised that the original claim of lien of which the attached is a true copy was filed and recorded in the office of the recording officer of SHERMAN *County, Oregon, on* AUGUST 3, *19*84

Ronald E. Lauer

Claimant

** Attorney for, Agent for, Secretary of, etc., or if an individual, leave blank.*

Note: ORS 87.039 provides:

"A person filing a claim for a lien as provided by ORS 87.035 shall deliver to the owner a notice in writing that the claim has been filed. The notice shall be delivered not later than 20 days after the date of filing."

Note: The foregoing lien is created by subsection 1 of ORS 87.010. Section ORS 87.035 provides: "Every person claiming a lien under subsection (1) or (2) of ORS 87.010 shall file the claim not later than 90 days after he has ceased to provide labor, rent equipment or furnish materials or 60 days after completion of construction, whichever is earlier." Also that the lien claim "shall be filed for recording with the recording officer of the county or counties in which the improvement or some part thereof, is situated."

CLAIM OF
CONSTRUCTION LIEN
LABOR AND/OR MATERIALS
(FORM No. 126)

RONALD E. LAUER

Lien Claimant

Owner

AFTER RECORDING RETURN TO

RONALD E. LAUER
1817 N.E. 116th PL
PORTLAND, OR 97220

SPACE RESERVED FOR RECORDER'S USE

STATE OF OREGON

County of Sherman } ss.

I certify that the within instrument was filed in my office on the 3rd *day of* August, *19*84, *at* 10:00 *o'clock* A *M., and recorded in book/~~reel~~/volume* 1 *at page* 35, *or as ~~file~~/~~instrument~~/~~microfilm~~/reception No.* 11,950, *of the Construction Lien Book of said County.*

Witness my hand and seal of County affixed.

Linda Craven
Recording Officer

By J. Lenan Christensen
Deputy

FORM No. 126—CONSTRUCTION LIEN—Labor, materials and/or rented equipment. STEVENS-NESS LAW PUB. CO., PORTLAND, OR. 97204

OL Use only for construction commenced prior to January 1, 1982.

KNOW ALL MEN BY THESE PRESENTS: The undersigned, hereinafter called the claimant, has performed labor upon, transported or furnished materials and/or rented equipment (as hereinafter described), actually used in the construction of that certain improvement known as MORROW - GRASS VALLEY SHERMAN HWY - SHERMAN COUNTY PROJECT *all at the instance of the owner of said improvement or his construction agent; said improvement is situated upon certain land in the County of* SHERMAN, *State of Oregon, (which is the site of said improvement) described as follows:*

F-12(41) MILE POST 18.57 TO 29.4

RECEIVED
COMPTROLLER SERVICES
DEPARTMENT OF TRANSPORTATION

The address of said land is, if known (if unknown, so state) UNKNOWN *, in said county and state.*

The name of the owner or reputed owner of said land is STATE OF OREGON *,*

The name of the owner or reputed owner of said improvement is STATE OF OREGON *;*

the person or persons just named at all times herein mentioned had knowledge of the construction of said improvement.

The name of the person ☐ who employed claimant to perform said labor, to furnish said materials and/or equipment, or ☒ to whom he furnished said materials or rented said equipment (indicate which) is CENTRAL COLUMBIA CONSTRUCTION

The kind of labor so performed, materials so transported or furnished and equipment so rented by claimant was:

Labor (if no labor performed, insert word "none") NONE

Materials (if no materials furnished, insert the word "none") NONE

Equipment rented; if none, insert "none." PLUS INTEREST $ 4,063.52

Claimant commenced to perform said labor, to furnish said material and/or equipment on JUNE 25, *19* 84, *and completed same on* JULY 18, *19* 84, *after which he ceased to perform labor and/or to furnish materials or equipment. The construction of said improvement was completed on* , *19* .
(If not yet completed, so state). CONSTRUCTION NOT YET COMPLETED.

The following is a true statement of claimant's demand after deducting all just credits and offsets, to-wit:

Labor	$ NONE
Materials	$ NONE
Equipment; its reasonable rental value PLUS INTEREST	$ 4,063.52
	$
Recording fees	$ 9.00
Total	$ 4,072.52
Less all just credits and offsets	$ NONE
Balance due claimant	$ 4,072.52

CERTIFIED
P 708 018 980
MAIL

For the time and place of recording to make this lien a valid claim, see quotation from ORS 87.035 on next page.

— OVER —

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: May 4, 1984

In Reply Refer to File No.: CON

TO: Oregon Transportation Commission

FROM: H. S. Coulter, P.E.
State Highway Engineer

CC 7d

SUBJECT: Request for Increase in Project Authorization
Moro-Grass Valley Section
Sherman Highway, Sherman County
Contract No. 9694

This federal-aid grading and paving project is approximately fifteen percent constructed with completion expected in October, 1984. It now appears that the final cost will exceed the project authorization by $255,300 or 11.5 percent.

This project was prepared for contracting on the basis of survey work done in 1981. It was awarded in 1983 and considerable surface deterioration has taken place in the intervening two years, consisting of extensive rutting, alligator cracking and some frost heaves. Additional quantities of paving materials will be required to place a one-inch leveling course to correct the rutting and to provide additional strength. This work is expected to add approximately $224,000 to the cost of the project.

Some areas of the roadway are too weak to be bridged over with additional paving and will require reinforcement by subexcavating and backfilling with base material. This work is expected to add more than $12,000 to the cost of the project.

The construction engineering is expected to overrun due to the need for inspecting and monitoring the increased work.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $255,300 to a new total of $2,478,676.88. This matter will be on the consent calendar for the May 15 meeting.

OBJ:HHP:mk lks

bc Fred D. Miller
R. W. Gormsen
C. O. Fredrickson
V. E. Skoog
R. D. Hector
George Bell

Form 734-3122

STATE OF OREGON

INTEROFFICE MEMO

Highway Construction 378-6318 FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: May 4, 1984

FROM: O. B. Jackmond
O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Moro-Grass Valley Section
Sherman Highway, Sherman County
Contract No. 9694

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
MAY 4 '84
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

This federal-aid grading and paving project is approximately fifteen percent constructed with completion expected in October, 1984. It now appears that the final cost will exceed the project authorization by $255,300.00 or 11.5 percent.

This project was prepared for contracting on the basis of survey work done in 1981. It was awarded in 1983 and considerable surface deterioration has taken place in the intervening two years, consisting of extensive rutting, alligator cracking and some frost heaves. Additional quantities of paving materials will be required to place a one-inch leveling course to correct the rutting and to provide additional strength. This work is expected to add approximately $224,000 to the cost of the project.

Some areas of the roadway are too weak to be bridged over with additional paving and will require reinforcement by subexcavating and backfilling with base material. This work is expected to add more than $12,000 to the cost of the project.

The construction engineering is expected to overrun due to the need for inspecting and monitoring the increased work.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $255,300.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: Dale Allen
Reid Meritt
B. M. Walton
W. F. Cobine

81-125-1367

Contains Recycled Materials

9694

42 N

STATE OF OREGON

INTEROFFICE MEMO

TO: MEMO TO THE FILES

DATE: April 16, 1984

FROM: John T. Scofield
Surfacing Design Engineer

SUBJECT: Moro-Grass Valley Section, Sherman Highway

On April 11th, 1984, I went over this project. The condition of the existing road has deteriorated extensively over this past winter. There is extensive rutting, alligator cracking and some frost heaves.

The project is under contract, with a 3 inch Class "B" A.C. overlay, with no allowance for leveling.

I recommend that provision be made for digging out the areas that have mud pumping up. (picture attached) These areas should have enough base rock put back (19 inches minimum) to handle weak soils. We should then level and strengthen these areas, including rutted areas, prior to placing the 3 inch overlay. The additional amount of A.C. needed to level and strengthen the weak, rutted areas is approximately 7,500 tons.

The quantity for digouts and rebasing should be determined by the Project Manager. These digouts should cover the obvious areas that have mud pumping up. The local Maintenance Foreman should be able to help identify the areas.

The field investigation and testing for this project was done in September of 1981. The section has gone through three additional winters.

I have attached some "before" (Sept., 1981) and "after" (April, 1984) pictures. These pictures show the same areas, to give an idea of what has happened. The rut depth we measured in 1981 was generally less than ½ inch.

JTS:js
CC: J. H. Versteeg
Dale Allen
Reid Merritt
C. O. Fredrickson
FHWA

1 Versteeg
Anderson
2 Adams
3 Meenab
Edwards
Terpin
Trout
Wakerlig

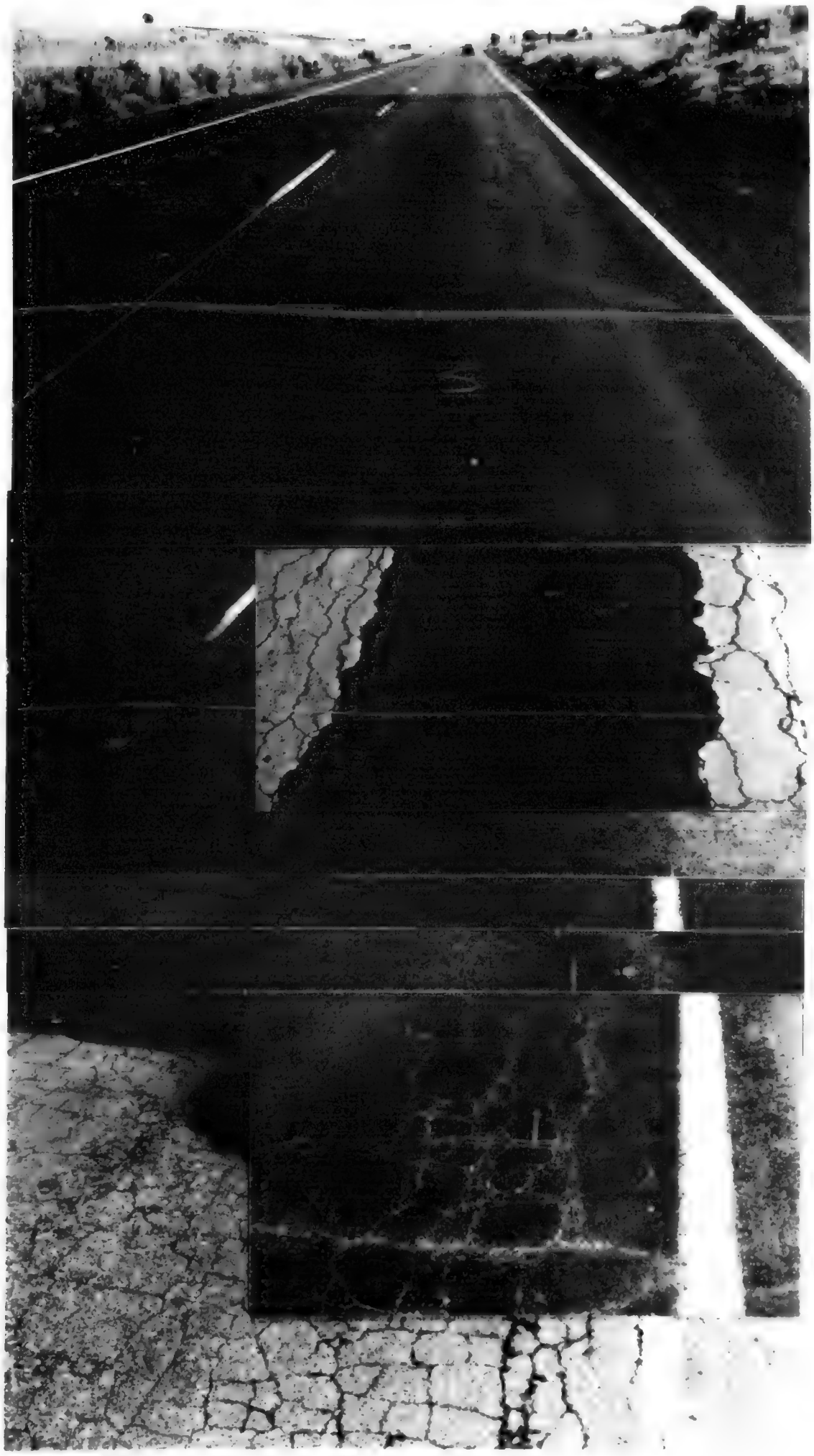
RECEIVED
APR 17 1984
ROAD DESIGN SECTION

Do Not File ☐
Return to .....
Bring Up ...../...../.....
Action .....

25-1307

The following Document(s) are Photographs

MORO - GRASS VALLEY SECTION
SHERMAN HWY.



M.P. 20.0 looking south Sept., 1981

M.P. 20.0 looking south April, 1984

M.P. 21.5 looking south Sept., 1981

M.P. 21.5 looking south April, 1984

M.P. 27.5 looking north Sept., 1981

M.P. 27.5 looking north April, 1984

Frost Heave, pumping mud April, 1984

ON

M.P. 20.0 looking south Sept., 1981

M.P. 20.0 looking south April, 1984

M.P. 21.5 looking south Sept., 1981

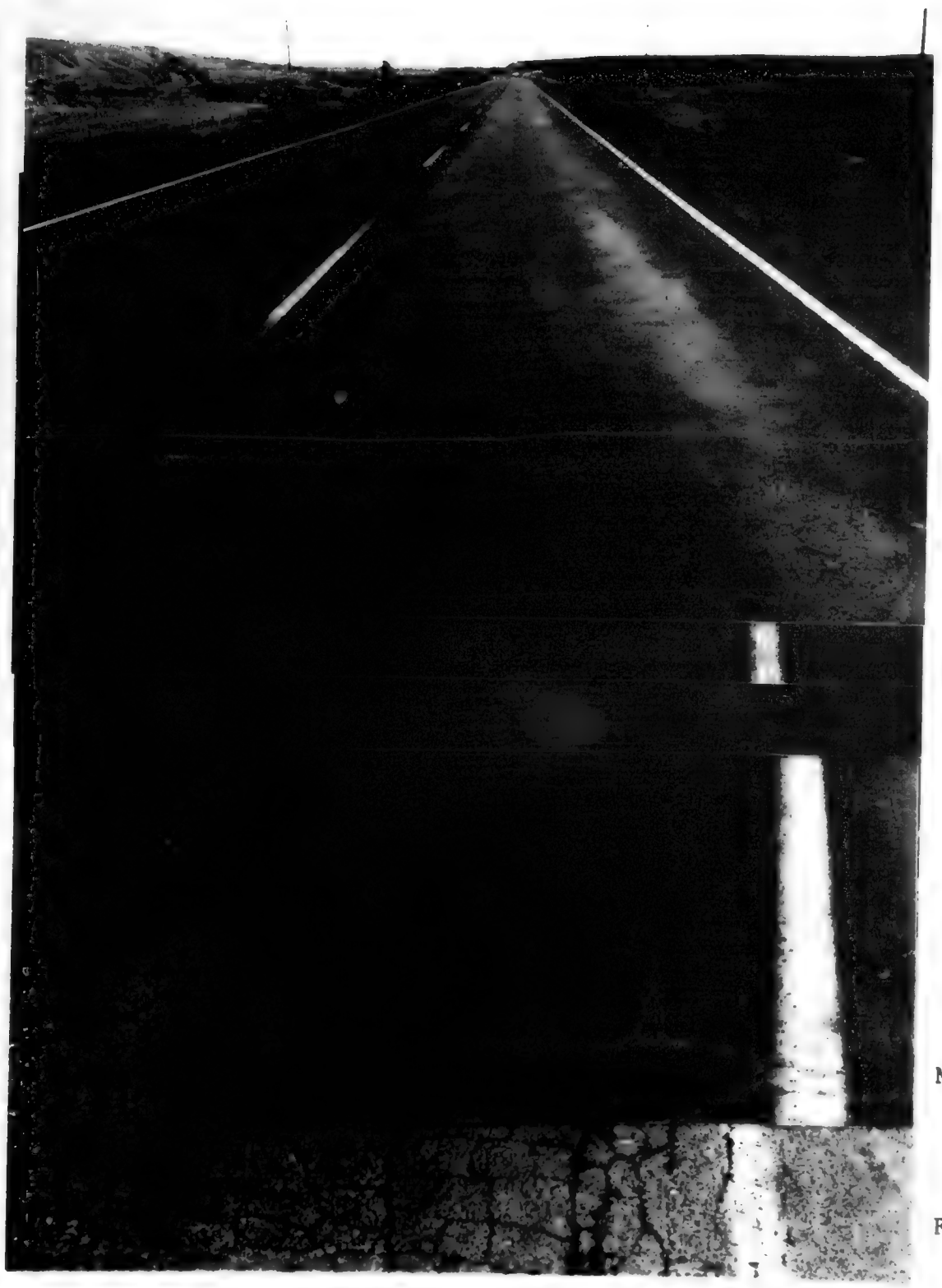
M.P. 21.5 looking south April, 1984

M.P. 27.5 looking north Sept., 1981

M.P. 27.5 looking north April, 1984

Frost Heave, pumping mud April, 1984

ON



M.P. 20.0 looking south Sept., 1981

M.P. 20.0 looking south April, 1984

M.P. 21.5 looking south Sept., 1981

M.P. 21.5 looking south April, 1984

M.P. 27.5 looking north Sept., 1981

M.P. 27.5 looking north April, 1984

Frost Heave, pumping mud April, 1984

ON

M.P. 20.0 looking south Sept., 1981

M.P. 20.0 looking south April, 1984

M.P. 21.5 looking south Sept., 1981

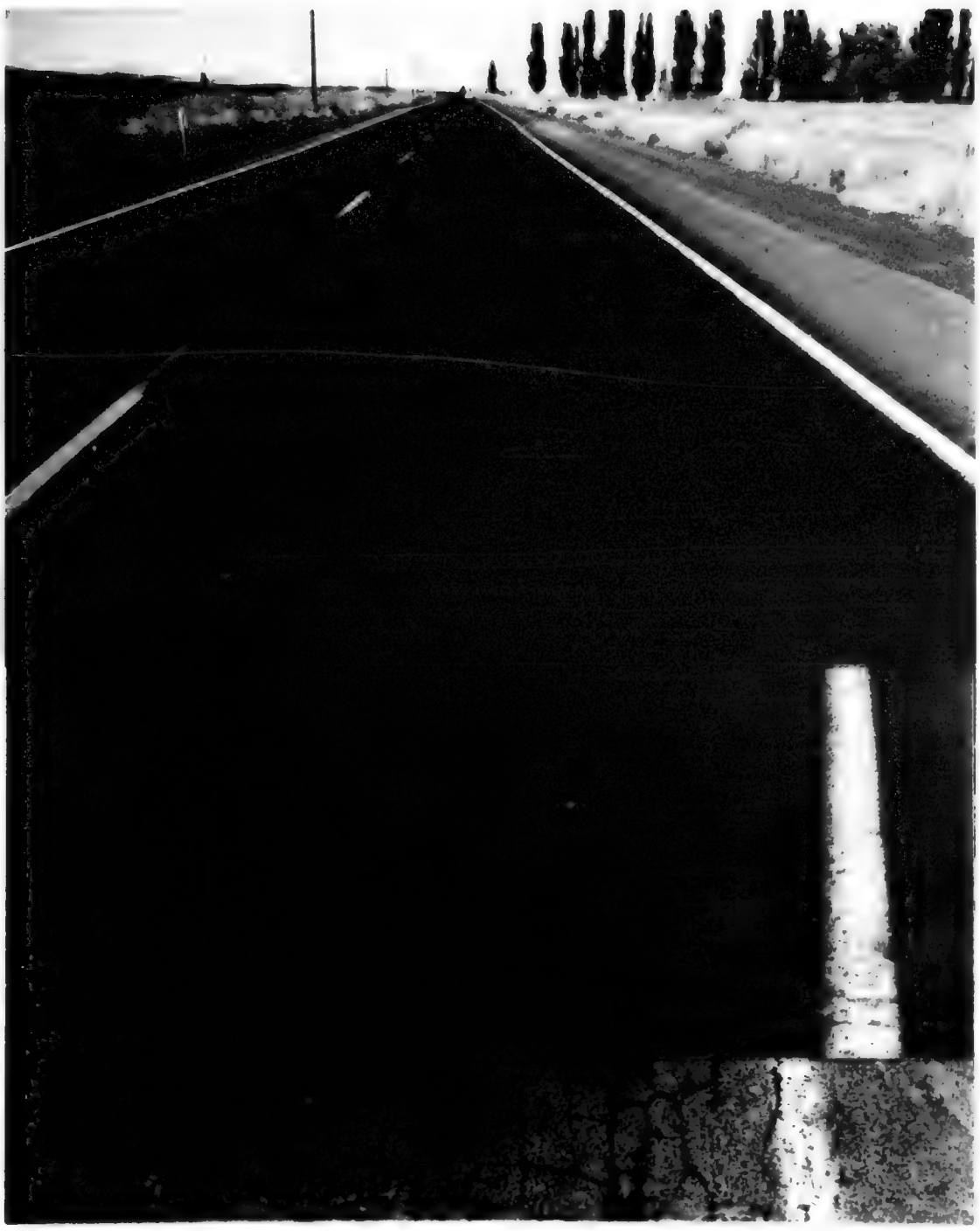
M.P. 21.5 looking south April, 1984

M.P. 27.5 looking north Sept., 1981

M.P. 27.5 looking north April, 1984

Frost Heave, pumping mud April, 1984

ON



M.P. 20.0 looking south Sept., 1981

M.P. 20.0 looking south April, 1984

M.P. 21.5 looking south Sept., 1981

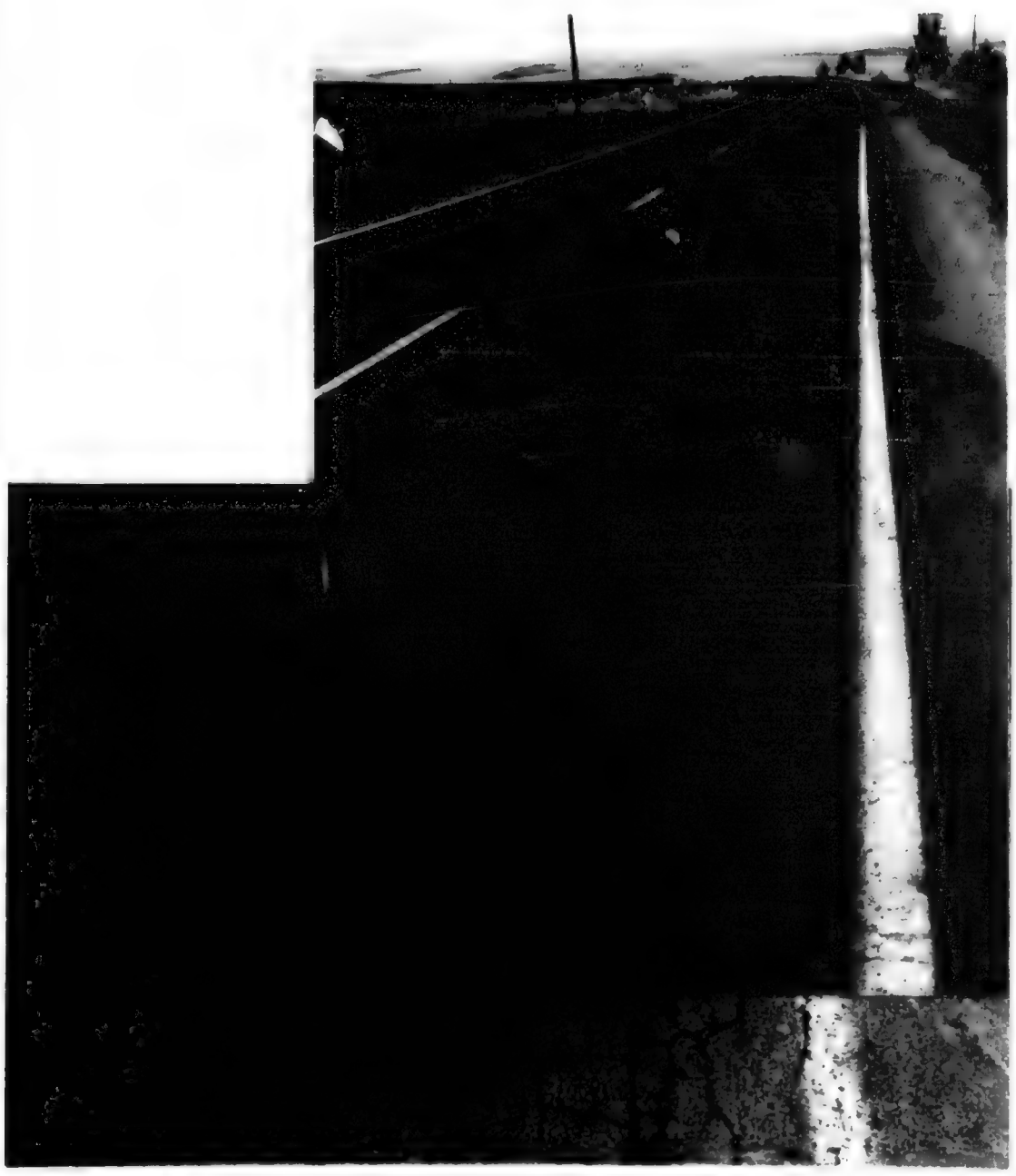
M.P. 21.5 looking south April, 1984

M.P. 27.5 looking north Sept., 1981

M.P. 27.5 looking north April, 1984

Frost Heave, pumping mud April, 1984

ON



M.P. 20.0 looking south Sept., 1981

M.P. 20.0 looking south April, 1984

M.P. 21.5 looking south Sept., 1981

M.P. 21.5 looking south April, 1984

M.P. 27.5 looking north Sept., 1981

M.P. 27.5 looking north April, 1984

Frost Heave, pumping mud April, 1984

ON

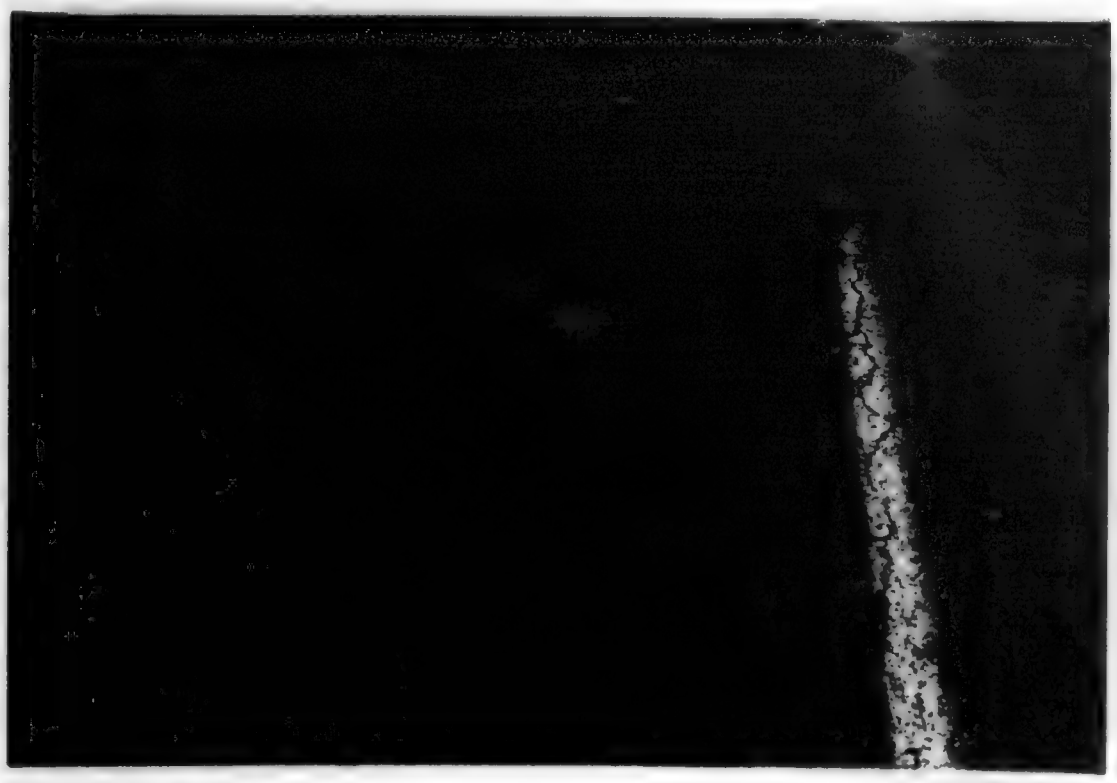
M.P. 20.0 looking south Sept., 1981

M.P. 20.0 looking south April, 1984

M.P. 21.5 looking south Sept., 1981

M.P. 21.5 looking south April, 1984

M.P. 27.5 looking north Sept., 1981



M.P. 27.5 looking north April, 1984

Frost Heave, pumping mud April, 1984

9694

cc: OSHD (Mr Coulter)

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INITIAL REPORT

4-3-84

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1	Sherman	Oregon

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
4/3/84	David B. Carter, Area Engineer (Original Signed by D. B. Carter Area Engr.)	F-12(4)

IN COMPANY WITH

W. Reid Meritt, Proj Mgr., OSHD, Gene Fiala, Hydraulics Engr, FHWA

LOCATION

Beginning at the Community of Moro and extending southerly 10.83 miles to the Community of Grass Valley, Sherman County, Oregon

CONTRACTOR NAME AND ADDRESS

Ameada Mining & Construction Co., Inc.
P. O. Box 852 - The Dalles, Oregon 97058

AWARD DATE	CONTRACT AMOUNT	TIME ALLOWED	TIME STARTED	WORK STARTED
8/4/83	$1,945,035.00	350 Calendar work days	8/17/83	9/16/83

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Unsatisfactory	37%	9%

REMARKS

MORO-GRASS VALLEY SECTION
Sherman Highways
Grading and Paving

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
APR 16 '84
REFER TO
F Fredrickson
FOR

Info	Invest	R/D	D/R	Sign	Act	File

4/19 cy

This project provides for the overlay and widening between mile points 18.57-24.35 and 26.45-29.40 and new construction between mile points 24.35-26.45.

Work Completed

The contractor has produced the paving aggregate for the project and has begun producing the base aggregates.

The grading on the new construction work is approximately 30% complete.

Work in Progress

The contractor is producing base aggregates.

Grading was in progress near the north end of the new construction work.

Comments

The temporary guardrail located in the vicinity of Station 810 and Station 860 necessary for this stage of the new construction is in place. Highway traffic continues to use the existing highway.

A slight alignment change was made at the north end of the new construction. This change will not significantly change project quantities but should result in an improved transition between the existing highway and the new work.

The contractor's crushing operation resulted in elongated particles in the 3/4 - 1/4 fraction of the paving aggregates. However, it appears that none of this production was actually out of the current specifications for elongated particles. Current specifications require that "not more than 5% (by weight) of flat elongated pieces have a dimension greater than twice the maximum screen size for the specified grading." Possibly an elongation specification could be developed which would relate the minimum particle dimension to the maximum particle dimension as a better measure of elongation. The contractor changed his operation to eliminate this problem, and so, later production looks much better. Selective handling of this material will be done during the production of the asphalt concrete.

Some of the project which is scheduled for the overlay work appears to have suffered frost damage this Spring to the point where the planned 3" overlay may not be sufficient. I discussed this matter with R. Pool, Region 4 Operations Engineer, on April 5, and with John Scofield, Pavement Design,on April 6th. Photographs of typical pavement problems on th overlay portion of the work are attached to the Division office copy of this report.

9694

S

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO

Date: November 28, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
D. E. SWAN

From: D.E. Swan, P.E.
Project Unit Engineer

Subject: Project No. F-12(3)
Moro-Grass Valley
Sherman Highway
Sherman County

Enclosed is a copy of Mr. Terpin's memo of November 21, 1983 with attachment, which provides justification for an increase in preliminary engineering costs of $24,500.00 with an additional obligation of $21,604.00 in Federal funds.

This information is being forwarded at this time for your consideration at final voucher submission.

RHZ:bkb
Enc.

cc: F.E. Terpin
Shirley Williams
General Files

Form 734-3122

October 25, 1983

DES 17
ORG 9
CON

Ameada Mining & Construction Co., Inc.
P. O. Box 852
The Dalles, OR 97058

Construction Survey Work Study
Moro-Grass Valley
Contract No. 9694

By now you are probably aware the Highway Division is conducting a study to determine the advantages and disadvantages of including survey work as part of select construction contracts. One goal of this study is to provide a balanced and objective evaluation of such work presently under contract.

To help ensure that this goal is achieved, we need your help.

Please respond to the enclosed questions and share with us your thoughts and feelings concerning this experimental program. Your responses will be reviewed and incorporated into our final report, anonymously. A self-addressed, stamped envelope is provided for your convenience and to facilitate an early return of the questionnaire.

Thank you for your help. If, during this study, you have any questions or comments, please call me at 378-6318, or Steve Macnab at 378-6385.

D. O. Christensen, P.E.
Construction Operations Engineer

Enclosure

DOC:SHM:kkr

Versteeg
Anderson
Adams
Macnab
Shrodenmeyer
Turpin
Trout
Walworth

RECEIVED
OCT 24 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up
Action

RESPONDENT: Contractor_____ Surveyor_____ State P. M._____

CONSTRUCTION SURVEY WORK STUDY

Pre-Advertisement Period

Prior to our advertising your project, were you aware of the proposed legislation to contract out State employee functions to the private sector?

If so, what were your feelings/opinions about this type of contracting?

Pre-Bid Period

What were your thoughts, perceptions, and feelings concerning the scope of the proposed work?

Did you attend the pre-bid conference?

CONSTRUCTION SURVEY WORK STUDY (Continued)

Pre-Construction Conference

After the pre-construction conference, were your perceptions of what was expected of you during construction the same as after the pre-bid period?

Construction Period

How do you feel about doing this survey work?

CONSTRUCTION SURVEY WORK STUDY (Continued)

Construction Schedule

Are you experiencing difficulties coordinating survey work with construction work?

How do you feel your project is progressing? Do you anticipate any problems at this point?

At this point, are you in favor of contracting survey work?

D-9674

42 N

ROAD DESIGN - HIGHWAY DES 16

F. E. Terpin
Location Engineer

October 25, 1983

Donald R. Adams, P.E.
Final Design Engineer

Moro-Grass Valley
Sherman Hwy.
Sherman County

This is a project that experienced many changes and revisions.

A section of overlay through Moro was deleted. A section south of Grass Valley was added. These were at the request of the Region.

The biggest revision was to the two-mile grading and paving portion of the project. This portion was re-worked to resolve a difficult right-of-way problem. It included an alignment and grade change and some detailed extensive adjustments.

Together these changes and additions almost doubled the time and cost to produce the final plans.

DRA:mg

Versteeg ✓
Anderson
Adams
Macnab
Stoudenmayer
Terpin
Trout
Wheeler

RECEIVED
OCT 26 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To .....
Bring Up ...../...../.....
Action .....

October 21, 1983

Mr. Gary Hertel
Assistant Manager
United States National Bank of Oregon
P. O. Box 702
The Dalles, OR 97058

CON 5
#9694

Dear Mr. Hertel:

Per your discussion with our attorney, Jack Sollis, we are returning the Security Agreement covering Contract No. 9694 with Amada Mining and Construction Co., Inc. It is our understanding that you will obtain the approval of the surety, Safeco Insurance Company of America. Their approval should appear on the agreement form.

We also ask that you state on the agreement if future checks are to be made payable to the contractor and mailed to the bank, or are the checks to be made payable to the bank.

Please return the agreement with the surety's approval and the clarification of payment to me at 121 Transportation Building, Salem, OR 97310. My phone number is 378-6526.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKN:dc
Att.

cc: Amada Mining & Construction Co., Inc.
P. O. Box 852
The Dalles, OR 97058

Safeco Insurance Company of America
4101 S.W. Kruse Way
Lake Oswego, OR 97034

1-26-84
heard nothing on this -
fn

bc: C. T. Keasey
Bob Church
Jan Peterson
Jack Sollis

UNITED STATES NATIONAL BANK OF OREGON
A Subsidiary of U.S. Bancorp

THE DALLES BRANCH
401 WASHINGTON STREET
P. O. Box 702, THE DALLES, OREGON 97058
HEAD OFFICE — PORTLAND

October 10, 1983

Dept. of Transportation
Transportation Building
Salem, OR 97310

ATTN: Dept. of Commission Services

Enclosed you will find our Security Agreement and payment on Contract No. 9694, a contract between Ameada Mining & Construction Co., Inc. and the Oregon Transportation Commission. The date of the contract is August 9, 1983. We have discussed the contract assignment in great length with Robert Gormsen and Jack Sollis.

If you have any questions, please contact Jack Sollis, the lawyer for the Oregon Transportation Division.

Please acknowledge receipt of this payment and return to my attention as soon as possible. If you wish to contact me, I can be reached at (503)296-2235. Thank you very much.

Sincerely,

Gary Hertel,
Assistant Manager

RECEIVED
OCT 18 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RECEIVED
OCT 1 1983
LEGAL

SECURITY AGREEMENT COVERING ACCOUNTS, CHATTEL PAPER, DOCUMENTS, INSTRUMENTS, AND GENERAL INTANGIBLES

(Not for Use with Finance Companies)

October 10, 1983
(Date)

1.0 AMEADA MINING AND CONSTRUCTION CO., INC.
(Name)

P.O. Box 852 (No. and Street) The Dalles (City) Wasco (County) Oregon 97058 (State)

(herein called "Borrower") hereby grants to UNITED STATES NATIONAL BANK OF OREGON (herein called "Bank") a continuing security interest in all of the following that now belong to Borrower or may in the future be acquired by Borrower, and all proceeds thereof: accounts, chattel paper, general intangibles, instruments, documents, contract rights (in jurisdictions where contract rights are a separate type of property); and, without limiting the above, drafts, acceptances, notes, tax refunds, insurance referrals, other refunds, returns, repossessed property, rights to payment or performance under contracts (whether or not yet earned), all forms of obligations for services rendered or property sold or otherwise disposed of, right to payment of loans or credit extended, and all personal property identified in accordance with paragraph 6 hereof or in any schedule of collateral that may be attached hereto or otherwise incorporated herein by reference; together with all guaranties, liens and securities for the above, and all right, title and interest of Borrower in any personal property that was disposed of to give rise to the above, including but not limited to rights arising under Article 2 of the Uniform Commercial Code. All of the foregoing is herein called the "Collateral".

2.0 The security interest granted hereby is to secure payment and performance of liabilities and obligations of Borrower to Bank of every kind and description, direct or indirect, absolute or contingent (including but not limited to obligations as guarantor, surety, or endorser), due or to become due, now existing or hereafter arising (all herein called "Obligations"); however, any indebtedness owed to Bank by Borrower on a VISA account which was or is incurred for a personal, family, or household purpose shall not be part of the Obligations secured by this Agreement.

Borrower hereby agrees as follows:

3.0 Definitions. As herein used:

3.10 "Qualified Account" means a right of Borrower to payment for goods sold or leased by it or for services rendered by it which conforms to the warranties set forth in paragraph 4.3 hereof and which is due and payable according to terms acceptable to Bank.

3.20 "Slow Account" is any Qualified Account with respect to which any of the following has occurred or is applicable:

3.21 all or a substantial part of the property giving rise to the Qualified Account is returned, rejected, repossessed, lost or damaged;

3.22 any dispute with the account debtor arises;

3.23 the Account becomes past due under the original terms thereof for such period as may from time to time be prescribed by the Bank.

3.24 death, dissolution, termination of existence, insolvency, business failure, appointment of a receiver for any part of the property of, assignment for the benefit of creditors by, or the filing of a petition in bankruptcy, or the commencement of any proceeding under any bankruptcy or insolvency laws by or against, the account debtor;

3.25 the account debtor does not meet credit standards acceptable to Bank.

The Bank shall have sole discretion as to whether a Qualified Account is or has become a Slow Account.

3.30 "Borrowing Base" means an amount equal to such percentage of the outstanding amount of Qualified Accounts exclusive of Slow Accounts as may be prescribed from time to time by the Bank.

4.0 Warranties. Borrower represents and warrants as follows:

4.1 If a corporation, Borrower is duly organized and existing under the laws of OREGON and is duly qualified and in good standing in every other State in which it is doing business.

4.2 If a corporation, the execution, delivery and performance hereof are within Borrower's corporate powers, have been duly authorized, are not in contravention of law or the terms of Borrower's charter, bylaws or other incorporation papers, or of any indenture, agreement or undertaking to which Borrower is a party or by which it is bound.

4.3 Any Qualified Account reported by Borrower to Bank will be a good and valid account representing an undisputed bona fide indebtedness of the account debtor to Borrower for merchandise theretofore shipped or delivered pursuant to or in connection with a contract of sale, or for services theretofore performed by Borrower to or for said account debtor. There are and will be no setoffs or counterclaims of any nature whatsoever against any Qualified Account. No agreement under which any deduction or discount may be claimed has been or will be made with the account debtor on any of the Qualified Accounts except as reflected in the identification of Collateral as set forth in paragraph 6 hereof. Borrower will be the lawful owner of all Qualified Accounts and will have good right to pledge, sell, assign and transfer the same and grant a security interest therein. None of the Collateral has been or will be pledged, sold, assigned or transferred to any other person than Bank or in any way encumbered except to Bank and Borrower will warrant and defend all Collateral against the claims and demands of all persons. No account reported by Borrower to Bank shall represent payment due under a consignment or a sale or return agreement.

4.4 In addition to that shown in the beginning of this agreement, Borrower has places of business only at the following locations:

_____
(City) (County) (State)

_____
(City) (County) (State)

_____
(City) (County) (State)

_____
(City) (County) (State)

4.5 If Borrower has an office in more than one State, the Borrower's chief executive office is _____
(No. and Street)

_____
(City) (County) (State)

and the place where Borrower keeps its records concerning accounts, contract rights and chattel paper is.

_____
(No. and Street)

_____
(City) (County) (State)

or if left blank, is that shown at the beginning of this agreement.

4.6 Subject to any limitation stated therein or in connection therewith, all information furnished to Bank concerning Collateral and proceeds thereof or otherwise for the purpose of obtaining credit or an extension of credit is or will be at the time the same is furnished, accurate and correct in all material respects and complete insofar as completeness may be necessary to give Bank a true and accurate knowledge of the subject matter.

5.0 Possible Loans.

5.1 Insofar as Borrower may request and Bank may be willing in its discretion to make loans to Borrower, such loans will be evidenced by Borrower's promissory note, payable on such terms as Bank may accept.

5.2 Borrower understands that Bank will use the Borrowing Base as a limitation on loans. Borrower agrees that the outstanding principal balance of loans hereunder, together with interest due and unpaid thereon, will at no time exceed the Borrowing Base, and agrees that if at any time the loans do exceed the Borrowing Base, Borrower shall make payments in cash, on demand, in reduction of such interest and principal, in such amount as may be necessary to eliminate such excess.

6.0 Identification and Delivery of Collateral. The books and records of the Borrower pertaining to the Collateral and the Collateral itself, shall be marked and identified as required by the Bank.

6.1 The Borrower shall deliver to the Bank all original documents, instruments, and chattel paper described as "Collateral" in 1.0 hereof, and if any of the chattel paper subject hereto covers property which is covered by certificates of title, the Borrower shall also deliver all such certificates. In addition, the Borrowers shall also deliver either:

6.2 original and duplicate invoices representing sales and delivery of goods or services, together with evidence of delivery as may be requested by the B all invoices to bear an assignment stamp in favor of the Bank in terms acceptable to the Bank; or

6.3 at the time of each borrowing, a completed and executed Borrower's Certificate-Accounts Receivable and/or Accounts Receivable Schedule, satisfactory in form to the Bank; and in addition the Borrower shall deliver monthly a completed and executed aged Schedule of Collateral satisfactory in form to the Bank.

6.4 Bank's failure to demand delivery of the writings described herein or Borrower's failure or refusal to deliver them shall in no way diminish Bank's security interest in the Collateral described in paragraph 1.0 hereof, it being the intention of the parties that the Bank shall have a security interest in all items of Collateral described in paragraph 1.0, both presently owned by Borrower or acquired hereafter, whether or not specifically identified or listed.

7.0 Places of Business; Inspection of Records; Insurance; Further Assurance.

7.1 Borrower will promptly notify Bank in writing of any addition to, change in or discontinuance of its place(s) of business as shown at the beginning of this agreement and in paragraph 4.4 and the location of the office where it keeps its records as set forth in paragraph 4.5.

7.2 Borrower will at all reasonable times allow Bank by or through any of its representatives, attorneys or accountants, to examine and inspect and make extracts from Borrower's books and other records and to arrange for verification of Collateral, under reasonable procedures, directly with account debtors or by other methods. Borrower will furnish to Bank upon request additional statements of any Collateral, together with all notes or other papers evidencing the same and any guaranties, securities, or other documents and information relating thereto; and generally at all times will furnish to Bank such statements and information as it may reasonably request.

7.3 When so requested by Bank, Borrower will provide, at no expense to Bank, insurance satisfactory to Bank on all chattels which may be listed on any chattel paper subject to this agreement, and affix to the policies loss payable clauses satisfactory to Bank and provide proper evidence of such insurance to the Bank.

7.4 Borrower will at all times at the request of Bank, do, make, execute and deliver all such additional and further acts, things, deeds, assurances and instruments as Bank may require, to more completely vest in and assure to Bank its rights hereunder and in or to the Collateral and the proceeds thereof, and will pay the cost of any necessary filing.

8.0 Collections; Notice of Assignment; Expense.

8.1 Borrower shall make collections on the Collateral, hold the proceeds received from collections in trust for Bank and turn over such proceeds to Bank daily in the exact form in which they are received together with a collection report in form satisfactory to Bank. Cash proceeds (including checks) shall be deposited in an account in the Bank designated as Cash Collateral Account, _____

_____,

bearing Account Number _____, said account to be under the Bank's sole control. Bank in its discretion may apply any or all cash proceeds to the payment of Borrower's Obligations, whether or not such Obligations are due, or may release such proceeds as it sees fit to Borrower.

8.2 Bank may at any time notify account debtors on any Collateral that the Collateral has been assigned to Bank and that proceeds thereof shall be paid to Bank. Upon request of Bank, Borrower will so notify such account debtors and will indicate on all billings to such account debtors that the accounts are payable to Bank. Any proceeds of accounts thereafter received by Borrower shall be turned over to Bank daily in the exact form in which they are received.

8.3 Bank shall have full power to collect, compromise, endorse, sell or otherwise deal with Collateral or proceeds thereof in its own name or that of Borrower; and shall have full power to endorse for the Borrower the certificates of title referred to in 6.1 and to sell or otherwise deal with the property represented thereby in its own name or that of Borrower.

9.0 **Financing Statements.**

9.1 At the request of Bank, Borrower will join with Bank in executing one or more Financing Statements pursuant to the Uniform Commercial Code in form satisfactory to Bank.

9.2 Without the written consent of Bank, Borrower will not allow any Financing Statement covering any Collateral, proceeds thereof or proceeds of any of Borrower's assets to be on file in any public office.

9.3 A carbon, photographic or other reproduction of this security agreement or any Financing Statement shall be sufficient as a Financing Statement.

10.0 **Events of Default; Acceleration.** Any or all Obligations shall, at the option of Bank and notwithstanding any time or credit allowed by any instrument evidencing a liability, become immediately due and payable without notice or demand upon the occurrence of any of the following events of default;

10.1 default in the payment or performance of any obligation, covenant or liability contained or referred to herein or in any note secured hereby;

10.2 any warranty, representation or statement made or furnished to Bank by or on behalf of Borrower proves to have been false in any material respect when made or furnished;

10.3 any event which results in the acceleration of the maturity of the indebtedness of Borrower to others under any indenture, agreement or undertaking;

10.4 loss, theft, damage, destruction, sale or encumbrance to or of any of the Collateral, or the making of any levy, seizure or attachment thereof or thereon;

10.5 death, dissolution, termination of existence, insolvency, business failure, appointment of a receiver for any part of the property of, assignment for the benefit of creditors by, or the commencement of any proceeding under any bankruptcy or insolvency laws by or against, Borrower or any guarantor or surety for Borrower, or entry of any judgment against them, or failure of any guarantor or surety of Borrower to provide Bank with financial information promptly when requested.

11.0 **Rights and Remedies on Default.** Upon the occurrence of any such event of default, and any time thereafter, Bank shall have the rights and remedies of a secured party under the Uniform Commercial Code in addition to the rights and remedies provided herein or in any other writings executed by Borrower.

12.0 **Additional Security.** Regardless of the adequacy of any Collateral which the Bank may at any time hold hereunder, and regardless of the adequacy of any other collateral which the Bank may obtain at any of its offices from Borrower in connection with any other transactions, any deposits or other moneys due from Bank at any of its offices to Borrower shall constitute additional security for, and may be set off against, loans secured hereby even though said loans may not then be due. Any and all instruments, documents, policies and certificates of insurance, securities, goods, accounts receivable, choses in action, chattel paper, cash, property and the proceeds thereof (whether or not the same are Collateral or proceeds thereof hereunder) owned by Borrower or in which Borrower has an interest, which now or hereafter are at any time in possession or control of Bank at any of its offices or in transit by mail or carrier to or from Bank or in the possession of any third party acting in Bank's behalf without regard to whether Bank received the same in pledge, for safekeeping, as agent for collection or transmission or otherwise, or whether Bank has conditionally released the same, shall constitute additional security for Obligations and may be applied at any time to Obligations which are then due whether by acceleration or otherwise.

13.0 **General.** Bank shall not be deemed to have waived any of Bank's rights hereunder or under any other agreement, or writings signed by Borrower unless such waiver be in writing and signed by Bank. No delay or omission on the part of Bank in exercising any right shall operate as a waiver of such rights or any other right. A waiver on any one occasion shall not be construed as a bar to or waiver of any right or remedy on any future occasion. All Bank's rights and remedies, whether evidenced hereby or by any other writings shall be cumulative and may be exercised singularly or concurrently.

13.1 Any demand upon or notice to Borrower that Bank may elect to give shall be effective when deposited in the mails or delivered to a telegraph, wireless or radio company addressed to Borrower at the address shown at the beginning of this agreement, as modified by any notice given pursuant to paragraph 7.1. Demands or notices addressed to Borrower's address at which Bank customarily communicates with Borrower shall also be effective.

13.2 If at any time or times by assignment or otherwise Bank transfers any Obligations and Collateral, or other security therefor, such transfer

shall carry with it Bank's powers and rights under this agreement with respect to the Obligations and Collateral other security transferred and the transferee shall become vested with said powers and rights, whether or not they are specifically referred to in the transfer. If and to the extent that Bank retains any other Obligation or Collateral or other security, Bank will continue to have the rights and powers herein set forth with respect thereto.

13.3 Borrower shall pay to Bank on demand, together with interest at the highest rate allowed by law, any and all expenses, including legal expenses and reasonable attorneys' fees, reasonably incurred or expended by Bank in the collection or attempted collection of Collateral and in protecting and enforcing the Obligations and other rights of Bank hereunder.

13.4 Whenever there is no outstanding Obligation and no commitment on the part of Bank under any agreement which might give rise to an Obligation, Borrower may terminate this agreement upon written notice to Bank. Prior to such termination, this shall be a continuing agreement in every respect.

13.5 This agreement and all rights and obligations hereunder, including matters of construction, validity and performance, shall be governed by the law of Oregon.

13.6 This agreement is intended to take effect when signed by Borrower and delivered to Bank.

13.7 If anything in this Agreement is held to be illegal, then only that portion is void and not the entire Agreement.

14.0 **Special Provisions.** (If none, write "None"):

The "collateral" referred to in Section 1.0 of this Security Agreement includes, but is not limited to, an assignment of all moneys due or to become due under a certain contract dated August 9, 1983, between Ameada Mining and Construction Co., Inc. and Oregon Transportation Commission (Contract No. 9694) whereby the borrower undertakes to grade and pave the Moro-Grass Valley Section of the Sherman Highway at Sherman County.

Borrower authorizes and empowers Bank to act as Agent for borrower and in borrower's name, place and stead, to sign receipt for and receive any warrant which may hereafter be drawn on the Treasurer of the State of Oregon in payment of said warrant for payment by said Treasurer.

Signed and Delivered to Bank on the day and year first above written.

AMEADA MINING & CONSTRUCTION CO., INC.
(Name of Borrower)

By _____
(Authorized Signature)
Borrower

10-19-83
Jack Goldie
OK'd

August 30, 1983

Amanda Mining & Construction Co., Inc.
P. O. Box 832
The Dalles, OR 97058

CON 5
#9694

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 9694 for work on the More-Grass Valley Section of the Sherman Highway in Sherman County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

Enclosure

cc: Safeco Insurance Company of America
4101 S.W. Kruse Way
Lake Oswego, OR 97034

bc: C. T. Keasey
Walt Hart
Robert Church
Jan Peterson
Dale Allen
Reid Meritt

Ameada Mining & Construction Co., Inc.

Post Office Box 852
The Dalles, Oregon 97058
Tel: (503) 298-4201

August 2, 1983

Mr. Robert W. Gormsen
Oregon Transportation Commission
121 Transportation Building
Salem, OR 97310

RE: MORO-GRASS VALLEY SECTION #9694
Grading & Paving
Bids Opened: 7/28/83
MBE Contract Goals

Dear Mr. Gormsen,

With regard to the above referenced project, please find listed below the subcontractors our firm will be utilizing to achieve the assigned MBE goals for the Moro-Grass Valley Section.

MINORITY OWNED GOAL - ASSIGNED CONTRACT GOAL 2%

B.I. No.	Description	QTY.	Unit Price	Total
SUBCONTRACTOR:	Dirt & Aggregate Interchange, Inc. 20905 N.E. Sandy Blvd. Troutdale, OR 97060			
2.	Mobilization	L.S.	$4,000.00	$ 4,000.00
6.	Temporary Guard rail, Type 1 Reflect.	6,450	5.50	35,475.00
7.	Temporary Delineators	30	21.50	645.00
33.	Guard rail, Type 2A	8,300	6.75	56,025.00
34.	Guard Rail, Type 3	100	22.00	2,200.00
35.	Guard Rail Anchors, Type 1	30	310.00	9,300.00
36.	Extra for Guard Rail Bridge Connectors	4	175.00	700.00
37.	Rail End Pieces, Type C	30	85.00	2,550.00
40.	Delineators, Type 2	310	20.00	6,200.00
41.	Delineators, Type 4	20	15.00	300.00
	SUBCONTRACTOR TOTAL			$117,395.00
	Minority Owned Goal			$117,395.00

WOMAN OWNED GOAL - ASSIGNED CONTRACT GOAL 1%

SUBCONTRACTOR:	Anderson's Erosion Control, Inc. P.O. Box 205 Junction City, OR 97448			
42.	Roadside Seeding and Mulching	9	$ 515.00	4,635.00
	SUBCONTRACTOR TOTAL			$ 4,635.00

SUBCONTRACTOR: Young, Joe, Explosives, Inc.
P.O. Box 267
Hood River, OR 97031

18. Coarse Aggregate Base
19. 3/4"-0 Aggregate Base) BLASTING CONTRACTOR
20. 3/8"-#10 Material is Stockpile)

(CONTINUED)

B.I. No.	Description	QTY.	Unit Price	Total
21. Class "B" Asphalt Concrete Mixture 25. 3/4"-0 Aggregate in Prime Coat	) BLASTING CONTRACTOR			
SUBCONTRACTOR TO PROVIDE EXPLOSIVE MATERIALS, DELIVER TO QUARRY SITE, LOAD EXPLOSIVES IN HOLES AND DETONATE.			LUMP SUM PRICE	15,000.00
	SUBCONTRACTOR TOTAL			$ 15,000.00
	Woman Owned Goal			$ 19,635.00

Should you have any questions concerning this matter, please feel free to contact me at 503-298-4201.

Respectfully submitted,

Ameada Mining & Construction Co., Inc.

T. A. Tramontina
Secretary

RECEIVED
AUG - 3 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc. Kay Turner

rll 9694

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPRO..AL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: See below

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: various

2A. COUNTY NAME: See below

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 8/19/83

8. FEDERAL ROUTE NUMBER: Various

9. STATE ROUTE NUMBER: Various

10. GENERAL LOCATION:

See Projects below

11. GENERAL DESCRIPTION OF WORK

Force Account and Extra Work - "Anticipated Items" as shown in "PS&E" Estimate

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [X] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's letters dated 8/19/83 for the following projects you are authorized to proceed with those items shown in your "PS&E" Estimate for each project "Anticipated Items" by State Forces and Extra Work as being cost effective.

The above authorization will not require any additional obligation of funds.

HES-27-1(10)
F-70(3)
HES-A333(1)
F-1(30)
IX-9822(8)
F-13(11)
F-86(5)
F-29(10)
IX-26(32)
F-2-3(11)
BRF-2-5(11)
IX-0000(53)
HES-27-2(13)
FG-21-2(15)
F-35(12)
HES-24(35)
BHF-2-1(19)
F-12(4)

Orig. to 8/31

RECEIVED
STATE HWY ENGR
AUG 30 '83
REFER TO Potter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
8/19/83	A. K Hansen	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9694 7-6-83

LETTER OF APPROVAL AND/OR AUTHORIZATION

5

3. FROM: Dale E. Wilken, Division Administrator FHWA - Oregon Division	4. PROGRAM I 5. ITEM NO. 20049	2. STATE PROJECT NO. See below 2A. COUNTY NAME Sherman

6. TO

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
7/6/83	Primary 12	Primary 42

10. GENERAL LOCATION:

Moro - Grass Valley Section

11. GENERAL DESCRIPTION OF WORK

Grade, drain, and pave

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☒ CONSTRUCTION -- ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Mr. Potter's 7/5/83 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $2,511,877. Regular Federal-aid matching ratio, appropriation code 010 $2,214,219 and increased Federal share (P.L. 97-424, Section 145) appropriation code OIL in amount of $297,658.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
JUL 15 '83
REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

cc: Legal
att.
7/15

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
7/6/83	G. K. Hoppen	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9614

5

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

Date: June 8, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Program Data Submission
Item No. 20049
Project No. F-12(4)
Moro-Grass Valley Section
Sherman County

Attached data consists of PR-1 forms with project maps.

It is the Oregon State Highway Division's present intention to receive bids for this project on July 14, 1983 and request Federal-Aid participation of 100 percent for reimbursement claims paid on or before September 30, 1984, in accordance with Pub. L. 97-424, Sec. 145.

A copy of the State Clearinghouse A-95 conclusions was previously forwarded.

DRH:bks
Attachments
cc: D.D. Allen (Region 4)
General Files

Form 734-3122

9-74

42 N

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES 16

Sherman Hwy

TO: Don Adams
Final Design Engineer

DATE: April 18, 1983

FROM: Steve Macnab
Specifications Engineer

SUBJECT: Base Design

Attached is a straightline sketch drawn by the designer on Moro-Grass Valley. Paul Galloway found it to be quite helpful in estimating quantities. Unfortunately, the sketch was not given to him with the preliminary plans. He just happened onto it.

If sketches of this type are not being produced on each job, please consider making them (simple jobs excluded). I would like to discuss this with you at your convenience. It is a good idea that should be used more widely.

SHM:ja

Attachment

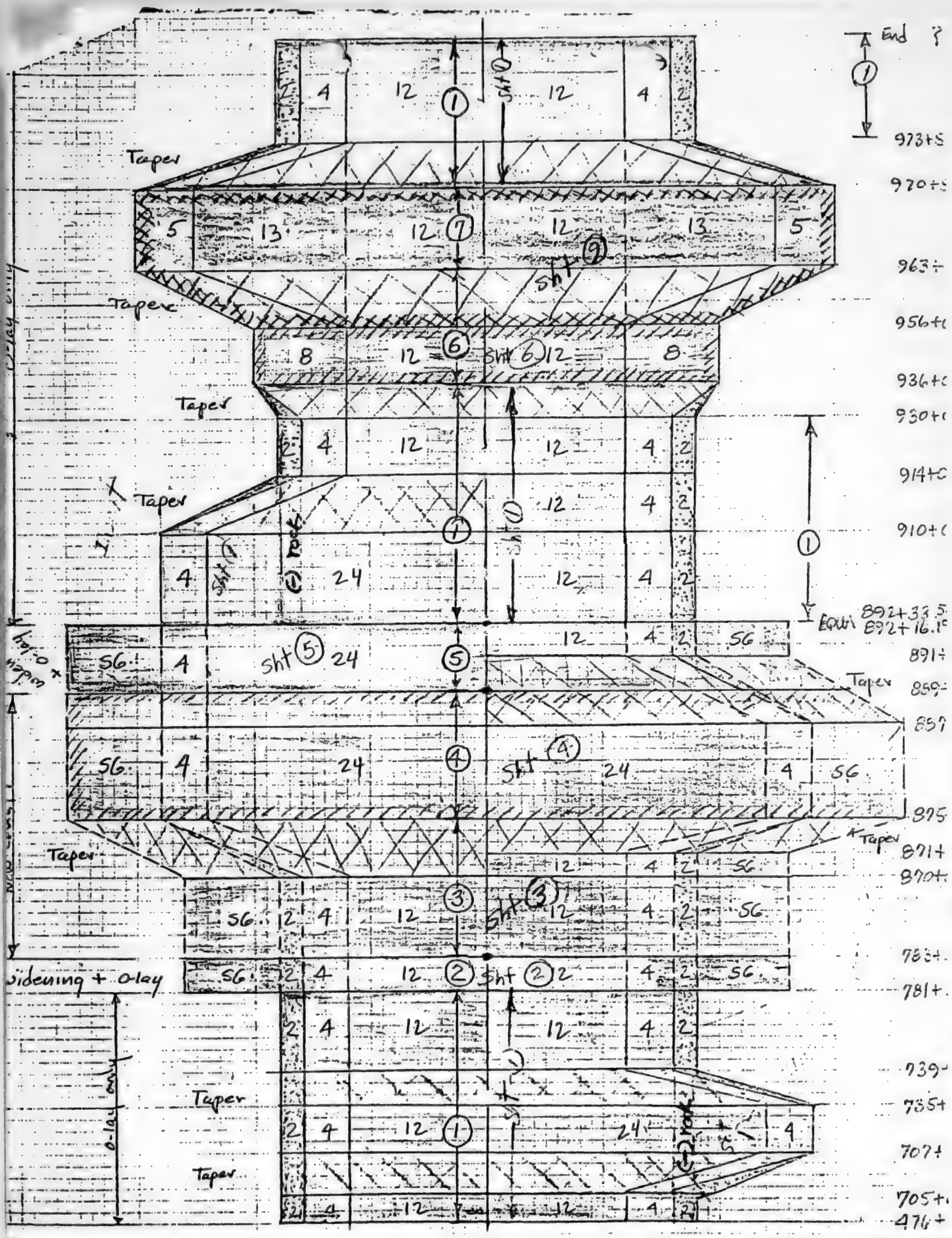
cc J. H. Versteeg

Versteeg ✓
Anderson
Adams
Macnab
Stoudenmayer
Terpin
Trout
Wakeelg

RECEIVED
APR 19 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ____/____/____
Action

81-125-1367


End ?
973+
970+
963+
956+
936+
930+
914+
910+
892+33.5
Equiv 892+16.1
891+
859+
857
875
871+
870+
783+
781+
739+
735+
707+
705+
476+
Taper
Taper
Taper

R-14-1 3-15-83 J. H. Versteeg N

File 5289 - Kee
Moro-Grass Valley Section 42
Sherman Highway
Sherman County

FAP #F-12(3)

LETTER OF UNDERSTANDING

This letter documents a meeting in Salem, Oregon, on March 8, 1983, held to discuss and resolve various questions concerning a proposed right of way acquisition from the Kee property located northerly of Grass Valley, on the Sherman Highway. This letter is intended as a written confirmation of that discussion.

Those in attendance were: Mrs. Edna Kee, property owner, Mr. Dell Squire, representing the property owner, Mr. and Mrs. Patrick Sharp, lessees, H. S. Coulter, State Highway Engineer, J. H. Versteeg, Road Design Engineer, Dale Allen, Region Engineer, and Frank King, Right of way Agent.

The agreed points of discussion, resulting from the meeting were:

1] The right of way requirements will be as shown on the right of way map presented and discussed by Mr. Coulter and Mr. Versteeg. This map showed horizontal alignment shifted easterly through the Kee property, with land acquisition on the west side of the highway, limited to the extreme north end and at the public road connection southerly of the I. O. O. F. cemetery. Acquisition on the east side is to be lengthened and greater than originally planned, because of curve and slope requirements. Vertical grade is to be lowered to approximate existing highway grade, in front of the Kee residence. done

✓ 2] Approximate area of land to be acquired will total 1.6+- acres.

✓ 3] Compensation for land taken will be at the appraised rate of $650.00 per acre.

4] State will fence the new right of way through the areas of acquisition only, with a Type I, four-strand barbed wire fence, using metal posts spaced one rod apart, constructed to highway standard specifications. Wire gates will be provided at all necessary gateways in the fencing.

5] State will install an 84" diameter corrugated, metal cattle crossing, at approximate Engineer's Station 862+00. Bottom of cattlepass will be paved as a travel surface for cattle. Cattlepass will be skewed no more than 15 degrees, as required for its dual function as a drainage facility. Cattle approach paths at culvert ends will be constructed by State, and will be gravel surfaced for all-season use. State will maintain the culvert for its use as a drainage structure; grantor will be responsible for clearing and cleaning of debris resulting from cattle usage. done

REFERRED TO
Watson ✓ Mann KEM
Cole Stoudenmeyer
Erikson King
Beard Dorn Lee
Return Discuss Do File Due
By FINAL DESIGN ENGINEER

Review & assure we comply

3-15-83 0.K JKW

LETTER OF UNDERSTANDING - 2

Grantor will pay State $14,300.00 for complete installation of crossing and approach paths. This payment shall be due and payable upon completion of installation and at the time the cattlepass is available for grantor's use.

done 6] State shall install drainage culvert at driveway approach, Station 871+10, west side.

done 7] A farm crossing approach designed to accommodate farm equipment, 60+ feet in width, will be constructed for grantor's use in conjunction with, but separate from a paved public road connection, at Station 890, west side, [southerly of I. O. O. F. cemetery].

done 8] The old highway will be re-connected to the cemetery access road to provide off-highway access to the cemetery, as discussed.

done 3/15/83 A new description will be prepared for right of way acquisition on the new alignment. Contact to complete a Real Estate Option agreement, according to the above terms, with Mrs. Kee will be made, as soon as a revised acreage and just compensation amounts are determined by the State.

Frank King
Right of Way Agent

FK:eh

cc H. S. Coulter
H. H. Versteeg
J. B. Boyd
Dale Allen
Mrs. Edna Kee, P. O. Box 156, Grass Valley, OR 97029
Mr. and Mrs. Patrick Sharp, P. O. Box 145, Grass Valley, OR 97029
Mr. Dell Squire, Route 2, Box 1093, Hillsboro, OR 97123

7077

J. P. Hooya

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
REGION 4

P.O. BOX 5309, BEND, OREGON ~~97701~~ 97708

RIGHT OF WAY ADMINISTRATION
RECEIVED
MAR 03 1983
AM ADM RBR CA LS
PMS AS CE OS TA IU
0 1 2 3 4 F

March 2, 1983

In Reply Refer to
File No.:

cc Scott Coulter

Mr. Dell Squire
Rt. 2, Box 1093
Hillsboro, OR 97123

File 52093 - Kee
Moro-Grass Valley Section
S. Unit
Sherman Highway
Sherman County

NOTED
H. S. COULTER

FAP #F-12(3)

During discussions held February 24, 1983, with Mrs. Edna Kee, concerning a right of way acquisition by the Oregon State Highway Division from the Kee property, north of Grass Valley, Mrs. Kee verbally named you as her representative to be contacted in any future discussions. She further requested that copies of all information furnished her at that time, also be furnished to you.

Subsequent to that discussion, you called me February 28, 1983, to confirm Mrs. Kee's wishes and to request additional information; namely, a copy of the Environmental Impact Statement made, concerning the subject highway project, in whatever form this statement was made.

Accordingly, and pursuant to the express wishes of Mrs. Kee, I enclose the following:

1) Offer-benefit letter, dated February 24, 1983, w/attachments.
2) Complete copy of proposed option agreement, as amended to present status, in the presence of Mrs. Kee.
3) Project Environmental Classification. It is suggested you contact the Environmental Section, of the Department of Transportation in Salem, telephone number 378-8486, if clarification of this document is needed.
4) A section of Oregon State Highway Division map 7B-33-3, showing the existing and proposed new right of way involved in the proposed highway project, as it relates the Kee property.

Mrs. Kee raised the question of a cattlepass under the highway. I advised her that the State would install a pass, if Mrs. Kee

wished to pay the difference between a drainage conduit planned at Station 863+00 and a 72" or 84" cattlepass. The net differences for these two sizes are $13,975.00 and $14,812.00, respectively.

I have been advised that the scheduled bid letting date for this project has been moved to June 30, 1983. This change will allow more time for the acquisition process; however, it does not relieve the State's responsibility to the land owner in regard to expeditious handling of the acquisition.

I would, therefore, request that we meet to continue discussions regarding acquisition, as soon as you have had adequate time to familiarize yourself with the enclosed material. I will make myself available to meet at a time and place most convenient to you.

If you have questions concerning any of this material, please contact me, collect, at telephone number 388-6197, or write.

Frank King
Right of Way Agent

FK:eh

Enclosures

cc J. B. Boyd
Edna Kee
P. O. Box 156
Grass Valley, OR 97209

March 1, 1983

Mr. Dell Squire
Route 2, Box 1093
Hillsboro, OR 97123

COM

Dear Mr. Squire:

This will confirm my telephone conversation reserving the usual 15 minutes of time for you to appear before the Transportation Commission beginning at 11:15 a.m.

The meeting will begin at 10 a.m., on Tuesday, March 15, 1983, in the Large Conference Room of the Transportation Building in Salem.

It is my understanding that you will be representing your Aunt, Mrs. Kee, and wish to discuss the location and alignment of Highway 97 in Sherman County.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKN:dc
bc: Transportation Commission
Fred Miller
H. S. Coulter
E. S. Hunter
George Bell
Dale Allen

3-8-83
HSC called & said matter resolved & will not appear

916-124

5

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 1, 1983

Mr. Dell Squire
Route 2, Box 1093
Hillsboro, OR 97123

IN REPLY REFER TO FILE NO.:

COM

RCE RE RCE PLA FAE
RTE RECEIVED GEO
RUE MAR 7 RCE
RSO REGION 4 RBE
ASSIGNED

Dear Mr. Squire:

This will confirm my telephone conversation reserving the usual 15 minutes of time for you to appear before the Transportation Commission beginning at 11:15 a.m.

The meeting will begin at 10 a.m., on Tuesday, March 15, 1983, in the Large Conference Room of the Transportation Building in Salem.

It is my understanding that you will be representing your Aunt, Mrs. Kee, and wish to discuss the location and alignment of Highway 97 in Sherman County.

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

Bob G. -
Scott & I met w/ Mr Squire & Mr Kee and this meeting no longer req'd
Dale

bc: Transportation Commission
Fred Miller
H. S. Coulter
E. S. Hunter
George Bell
~~Dale~~ Allen

RECEIVED
MAR 14 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

asst ◆
KEE -

Ranch in Sherman County -

only home for several miles -

Hwy 97 -

improve Road - move closer route it -
increase noise .

ditches on both side .

Frank King -

wants to appear before the Commissioners

DELL
SQUIRE - Rt 2 - Box 1093 - Hillsboro 97123
Home 628 - 2489 -
work 689 - 0422

(11:15)

Mr Squire will appear ~~on~~ representing his asst Mrs KEE and Department. ~~Harold~~ He wishes to discuss the location of Hwy 97 in Sherman County. The proposed location will place the roadway closer to his asstants Ranch house.

#42

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION: Moro - Grass Valley Sherman Highway

REGION: 4

SURVEY AUTHORITY #42

AUTHORIZATION NO.: 2 | PREFIX: 28-1962 | DATE: 11-1-82

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 25,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 1,500
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		700	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		25,000	920 PROGRAM MANAGEMENT		300	937 HYDRAULICS		
906 BRIDGE DESIGN		500	921 SPECIFICA-TIONS		3,500	938 REGION ENVIRONMENT		100
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION		4,000	923 ENVIRONMENTAL SECTION		200	950 TRAINING		500
910 REGION GEOLOGIST		3,500	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		200	925 AIR MONITORING			980 PERSONAL LEAVE		100
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON		500	927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON		500	932 RAILROAD & UTILITIES		100			
						TOTALS	$66,300	$ 66,300
						PREVIOUS AUTHORIZATION		$ 34,000
						ADD. AUTH. REQUIRED		$ 32,300

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER: F-12(3) (10-18-82)

LOCATION ENGINEER'S REMARKS

Project limits and work has been modified from that which was orginally submitted.

Beginning at M.P. 18.4 thence southerly, overlaying the existing road, to M.P.24.3(a distance of 5.9 miles); then starting at M.P. 24.3, grading and paving, to M.P. 26.4 (a distance of 2.1 miles) then starting at M.P. 26.4 overlaying the existing road to M.P. 28.4 (a distance of 2.0 miles). The overlay sections will include some widening to obtain a 4 foot shoulder.

Total project length is 10.4 miles.

Perform all necessary work to prepare Plans, Specifications, & Estimate for a construction project by contract.

1 Watson
2 Adams
3 Olson
Sullivan
Terpin
4 Trout
Wakerlig

RECEIVED
FEB 1 1983
ROAD DESIGN SECTION

cy Watson K9

Do Not File
Return To
Bring Up
Action

PREPARED BY	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS	DATE
P. Lewellyn, Cost & Records Spec.	11-1-82	X	11/10/82
RECOMMENDED, REGION ENGINEER	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES	DATE
X		X	11-10-82
RECOMMENDED, LOCATION ENGINEER	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	
X Frank E. Terpin	11/5/82	3-5-82	

734-1914 (7-82)

9674

42 N

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTER-OFFICE MEMO
LOC 17
28-1962

TO: Dale Allen
Region 4 Engineer

DATE: October 22, 1982

FROM: Frank E. Terpin
Location Engineer F.E.T.

SUBJECT: Moro-Grass Valley
Sherman Highway
Sherman County
Prefix 28-1962

Versteeg ✓
Anderson
Adams
Olson
Sullivan
Terpin
Trow
Wakelig

RECEIVED
OCT 28 1982
ROAD DESIGN SECTION

Do Not File
Return To
Log M
Action

Attached is a copy of Notice 81-1 effective November 1, 1981 and a copy of a supplemental letter dated September 21, 1982 from John C. Jenkins.

The survey you have submitted for the above-named project does not comply with the requirements as stated in the Notice.

Please see that these requirements are fulfilled, and that the results are submitted to the Final Design Section.

FET:PL:ja

Attachments

cc J. H. Versteeg w/attachments
D. R. Adams "

81-128-1987

OREGON STATE HIGHWAY DIVISION

NOTICE

NUMBER: 81-1	Page 1 of 1
EFFECTIVE DATE: November 1, 1981	
CANCELLATION DATE: Further Notice	

OFFICE: Technical Services Branch

Issued By: E. J. Hunter
(SIGNATURE)

Assistant State Highway Engineer
(TITLE)

DISTRIBUTION:

Materials Section
Construction Branch
Region Engineers
Resident Engineers

SUBJECT: Soil and Water pH and Resistivity Testing at Culvert Installation Sites

General:

Soil and water pH and resistivity are environmental factors generally considered to play a significant role in determining corrugated metal culvert durability.

Purpose:

To establish a procedure to measure soil and water pH and resistivity at each proposed culvert installation site where corrugated metal pipe would be an option (alumimum alloy, aluminum-coated steel, or galvanized steel).

Instructions:

During the location field survey, soil samples will be taken of foundation material at each proposed culvert installation site where the use of metal pipe would be an option. The backfill soil must also be sampled. If there is evidence of corrosion in other metal culverts handling the same stream flow, water samples will be required. This applies to new culvert installations, as well as to the extension of existing culverts. If the foundation soil changes significantly throughout the length of the culvert, or if the backfill material shows evidence of variability, more than one sample of foundation material and backfill material will be required.

All samples will be sent to the Engineering Laboratory in Salem for testing. A sample should weigh at least 50 pounds and may be submitted in either a heavy plastic or canvas bag. The sample data sheet should show the station, anticipated culvert size, whether the material is for foundation or backfill, and any appropriate comments about the condition of metal culverts in the vicinity.

FILE: MAT 1

FILE: MAT 4-6

ATTACH TO Notice No 81-1 From ES Hunter

STATE OF OREGON

INTEROFFICE MEMO

TO: Edward Hardt
C. O. Fredrickson
Alfred Shirley
Dale D. Allen
Robert D. Hector

DATE: Seprember 21, 1982

From: John C. Jenkins, PE
Engineer of Materials

Subject: Samples for Culvert
Environment Tests

On November 1, 1981, E. S. Hunter issued OSHD Notice No. 81-1 relating to the sampling and testing of soil and water for pH and resistivity at culvert sites.

This notice required that a sample of at least 50 pounds be submitted to the laboratory. This sample size was selected, in our inexperience, to cover all possible soil types, including some pretty rocky ones. We are finding that the majority of samples contain much more material than we need.

In the interest of reducing sampling and shipping costs, we recommend that the standard sample be reduced to 10 to 15 pounds. The amount of material that can be packed into a plastic bag, such as that used for 6 x 12 concrete cylinders, should be adequate. If the soil is very rocky, the large pieces may be removed and 10 to 15 pounds of the smaller material submitted.

gs

cc: E. S. Hunter
W. E. Schwartz
C. T. Keasey
J. H. Versteeg
F. E. Terpin

RECEIVED
SEP 24 1982
LOCATION SECTION

NOTED
F. E. TERPIN

9694 10-18-82 5

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: F-12(3)
2. STATE PROJECT NO.: See below
2A. COUNTY NAME: Sherman

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:
5. ITEM NO.: 20049

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 10/18/82
8. FEDERAL ROUTE NUMBER: Primary 12
9. STATE ROUTE NUMBER: Primary 42

10. GENERAL LOCATION:

Moro - Grass Valley Section

11. GENERAL DESCRIPTION OF WORK

Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER (Specify) Program change See below

13. REMARKS

As requested in Mr. Swan's letter of 10/12/82 I approve the revised Preliminary Engineering costs to a TEC of $66,300 Federal Funds $58,463.

(Increase TEC $32,300 Federal Funds $28,482)

RECEIVED
STATE HWY ENGR
OCT 21 '82
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

NOTED 10/20
W. E. SCHWARTZ

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
10/18/82	G. K. Hassmer	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9674

9-1-82

5

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: F-12(5)

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 20049

2A. COUNTY NAME: Sherman

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 9/1/82

8. FEDERAL ROUTE NUMBER: Primary 12

9. STATE ROUTE NUMBER: Primary 42

10. GENERAL LOCATION:

South Unit Moro - Grass Valley Section

11. GENERAL DESCRIPTION OF WORK

Right of Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☒ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's letter of 8/24/82 you are now authorized to proceed with the actual acquisition of file numbers 52890 through 52893 and 52942 as shown on R/W maps 7B-33-2 and 7B-33-3 at a TEC of $41,750 Federal Funds $36,815.

Federal participation is limited to that right of way actually incorporated in the final location of the subject project.

RECEIVED
STATE HWY ENGR
SEP 10 '82
REFER TO Mathring
FOR
Info | Inves | R/D | D/R | Sign | Act | File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
9/7/82	D. K. Hansen	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: August 25, 1982

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: D.E. Swan, P.E.
Program Control Engineer

Subject: Federal-Aid Funding Application

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for Federal-Aid funding of the following:

Item No.	Project No.	Section Name & PNRS No.
20049	F-12(5)	S. Unit Moro-Grass Valley PNRS #OR 820125-087-2

CL:bkc
Enc.

cc: Dale E. Wilken (FHWA)
General Files

Form 734-3122

96914

5

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No..

PRO 6-2

Date: August 24, 1982

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: D.E. Swan, P.E.
Program Control Engineer

Subject: Project Data Submission
Item No. 20049
Project No. F-12(5)
S. Unit Moro-Grass Valley Section
Sherman County

Enclosed is data consisting of PR-1 forms, project maps, and right-of-way maps 7B-33-2 & &B-33-3 for the subject project.

I request authorization to proceed with the actual acquisition of the right-of-way all phases at an estimated total cost of $41,750 with an obligation of $36,815 in Federal funds. The areas to be acquired are as outlined in red on the enclosed right-of-way maps. No relocation assistance is involved.

CL:bkc
Enc.

cc: J. Boyd
F. Lowe
General Files

Form 734-3122

7474

42

ROAD DESIGN SECTION 378-6558

ROW 3:1

J. B. Boyd, Manager
Right of Way Section

August 3, 1982

J. H. Versteeg
Road Design Engineer

Files 52890, 52891, 52892,
52893 & 52942
Moro-Grass Valley (S. Unit) Section
Sherman Highway
Sherman County

Versteeg
Anderson
Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
AUG 4 1982
ROAD DESIGN SECTION

Do Not File
Return To
Bring
Action

Attached are descriptions (5 files), an authorization and right of way prints covering right of way required for the subject project scheduled for fiscal third quarter of 1983.

By: R

Robert R. Rounds
R/W Descriptions Coordinator

RRR:rlr
Attachments

9674

STATE OF OREGON

INTEROFFICE MEMO

42W

TO: W. E. Schwartz
Asst. State Highway Engineer

FROM: Dale D. Allen
Region Engineer

DATE: June 21, 1982

SUBJECT: Moro-Grass Valley
Contract Schedule

Versteeg V
Anderson
Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JUN 24
ROAD DESIGN SECTION

Do Not File
Return To
Bring to
Action

Per Copy
Copy

The new schedule and prior changes in the above project have caused a problem that must be corrected. Hopefully, the new Executive Staff scheduling can correct this.

This 11-mile job was submitted in about March as a single job (as per 6-Year Program) and was within the project authorization. It is about 10.2 miles of straight overlay and 0.8 miles of grading which required right of way in the grading area only. It was originally planned for a September/October letting.

The decision was made in Salem to pull out about six miles of straight overlay work (North Unit) and let it in July. The plans are out for review now with note that "bids will be received July 22". However, the PMS and contract schedule indicates the North Unit will be let in October.

Because we have only one material source, it is important to make the July letting on the North Unit so the contractor can get in and out this year.

If the July letting cannot be met, the North and South Units need to be combined back into one project.

From our workload standpoint, the July contract followed by the grading contract late this fall would help considerably.

DA:mr

cc: Bob Bothman

N cunt Oct 82

Sun Mont 83

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
JUN 22 '82
REFER TO Hunter
FOR
Info | Invest | R/D | D/R | Sign | Act | File
✓

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
JUN 22 '82
REFER TO Gestag
FOR
Info | Invest | R/D | D/R | Sign | Act | File
X

969-1

5

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project F-12(3)
Moro-Grass Valley Section
Sherman Highway, Sherman County
Request for Exception to Standard Design

Date: June 14, 1982

From: Division Administrator

Reply to Attn. of: HFO.4/5-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

We have reviewed Mr. Terpin's letter of May 27, 1982, regarding a request for an exception to the minimum AASHTO design standards contained in "Geometric Design Standards for Highways Other than Freeways, 1969". The exception would provide for a 6 foot shoulder in lieu of the minimum design shoulder of 8 feet.

We concur with your request for an exception from standards to allow for the use of a 6 foot wide shoulder on this project. Our concurrence is based on the rural character of this section of the route, the relatively low traffic volumes, and the lack of any identifiable safety problems which can be attributed to the existing shoulder width.

Our current policy for new construction work would normally require the new work portion of the project to be built with full 8 foot wide shoulders; however, we concur with the proposed 6 foot wide shoulders through this area. Our concurrence is based on the short length of the section and the driver expectancy resulting from the same section for some miles on each side of the proposed new work.

We do suggest, however, that consideration be given to grading the new work segment to provide for future 8 feet wide shoulders.

for Dale E. Wilken

cc:
OSHD (F E Terpin, Loc)

RECEIVED
STATE HWY ENGR
JUN 16 '82
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8/72

-1094 3-5-82 5

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: F-12(3)

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 20049

2A. COUNTY NAME: Sherman

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 3/5/82

8. FEDERAL ROUTE NUMBER: Primary 12

9. STATE ROUTE NUMBER: Primary 42

10. GENERAL LOCATION:

Moro - Grass Valley Section

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [xx] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including archeological salvage and utility preparatory work TEC $34,000 F.F $29,981
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's PEA dated 3/2/82.

RECEIVED
STATE HWY ENGR
MAR 9 '82
REFER TO
Machining

orig 3-9

14. DATE: 3/5/82

15. SIGNATURE OF APPROVING OFFICIAL: G K Hoover

16. TITLE: for Division Administrator

FORM PR-1240 PREVIOUS EDITIONS MAY BE USED

9674

Hwy 42 11

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME: MORO-GRASS VALLEY SECTION

HIGHWAY NAME: Sherman — HIGHWAY NUMBER: 42

REGION	ADMINISTRATIVE DISTRICT	COUNTY	CITY
4	9	Sherman	

LENGTH: 10.42 — MILEPOST NUMBER: 18.00 TO 28.42 — [X] RURAL [ ] URBAN

LOCAL GOVERNMENT PROJECT? [ ] YES [X] NO — IF YES, UNIT OF GOVERNMENT:

TYPE OF FUNDS: [ ] FAI [X] FAP [ ] FAS [ ] STATE [ ] FAUS [ ] OTHER

METHOD OF CONSTRUCTION: [X] CONTRACT [ ] STATE FORCE [ ] OTHER

TYPE OF WORK: [X] GRADING [X] PAVING [ ] STRUCTURE [X] SIGN [ ] SIGNAL [ ] ILLUMINATION [ ] ROADSIDE IMPROVEMENT [ ] OTHER

PROJECT DESCRIPTION

This project covers the same section of highway that was partially constructed under project number F-152 (4) in 1957. The project begins at Sta. ~~476+00 (M.P. 18.57)~~ and ends at Sta. ~~933+00 (M.P. 27.22).~~ Sta.446 = M.P. 18 Sta. 996 = M.P. 28.42

The grading portion of the project will be confined to a 1.3 mile section beginning at approximate M.P. 24.7; the remainder of the project will merely be an overlay. The existing pavement is generally only 1 or 2 feet narrower than the planned widths, 32 ft for 2-lanes; 44 ft. for 3-lanes; 56 ft. for 4-lanes.

The grading work is necessary to eliminate closely coupled vertical curves with very poor stopping and passing sight distance.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME)	PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)
1982 - 1,850	

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	[ ]	[X]	[ ]	[ ]	[ ]	[ ]
PROPOSED	[ ]	[X]	[ ]	[ ]	[ ]	[ ]

DESIGN SPEED (MPH)	DESIGN STANDARDS	TRAFFIC ANALYSIS
55	AASHTO	[X] LIGHT [ ] MEDIUM [ ] HEAVY

1 Verstoeg ✓
Anderson
3 Adams
Olson
Sullivan
Terpin
Trout
4 Wakerlig

RECEIVED
MAR 15 1982
ROAD DESIGN SECTION

Do Not File
Return To
Bring ... Action

APPROVED
Location Engineer
Date 2/24/82

REFERRED TO
Beard Stoudenmeyer
Cole Mann
Eriksen 1 Watson
Heger Dorn Lau
Return Discuss Do File Due
BY FINAL DESIGN ENGINEER

3 - FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	2, 3, and 4, All 12'	2, 3, and 4, All 12'
SHOULDERS	3' to 4'	4' both sides
MEDIANS	None	None
PARKING LANES	"	"
SIDEWALKS	"	"
BIKEWAYS	"	Bicyclist may use 4' shoulders.
INTERCHANGES	"	"
OTHER:	"	"

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☐	☒
Traffic Signals	☐	☒	☐
Signing	☒	☐	☐
Illumination	☐	☒	☐
Structures	☐	☒	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☐	☒	☐
River _____	☐	☒	☐
Stream _____	☐	☒	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☒	☐	☐
Simple Acquisition	☒	☐	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☒	☐	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind.	☒	☐	☐
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE
Agreements (City-County Etc.)	☐	☒	☐
Environmental Assessment	☐	☒	☐
Statewide Assessment	☒	☐	☐
Negative Declaration	☐	☒	☐
Environmental Impact Statement	☐	☒	☐
4-F Statement	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐
Public Hearing _____	☐	☒	☐
Borrow Source	☐	☒	☐
Material Source	☒	☐	☐
Utilities	☒	☐	☐

Type Telephone, Power

	YES	NO	MAYBE
Hydraulics Study	☐	☒	☐
Soils Investigation	☒	☐	☐
Airport Clearance	☐	☒	☐
Economic Analysis	☐	☒	☐
Requires Field Survey	☒	☐	☐
Old Survey Available	☐	☒	☐
Requires Vicinity Map	☐	☒	☐
Requires Photogrammetry	☐	☒	☐
Requires Reconnaissance Survey	☐	☒	☐
Reconnaissance Available	☐	☒	☐
Design Review	☐	☒	☐

4 - WORK ITEMS

	TO BE PERFORMED BY APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT-OF-WAY	☐	☒	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	—
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	—
CORRIDOR APPROVAL	( )	—
FIELD SURVEY	(2)	—
PRELIMINARY DESIGN	( )	—
DESIGN APPROVAL/FINAL EIS	( )	—
RIGHT-OF-WAY DESCRIPTIONS	( )	1
RIGHT-OF-WAY ACQUISITION	( )	4
P.S. & E. DOCUMENTS	( )	5

RECOMMENDED CONSTRUCTION DATE: July, 1982 (Region) _____ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
A.C.	4"	4"
Level Course	2"	
Base Course	16"	

7 - TYPICAL SECTION AND LOCATION

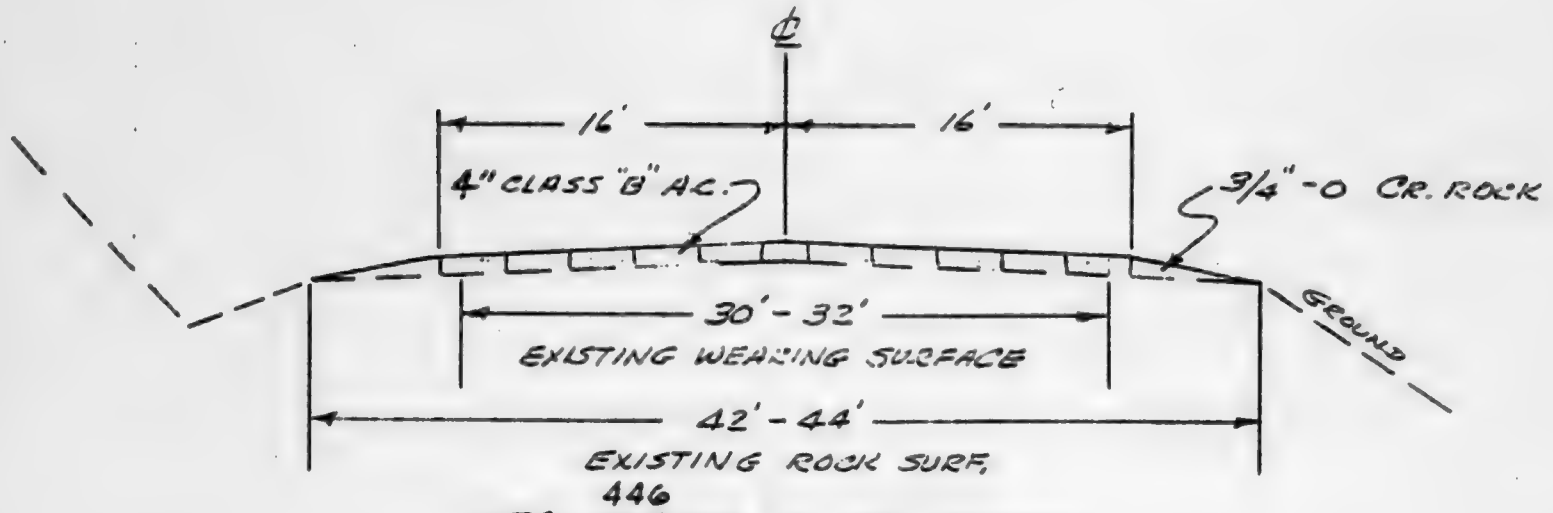
Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

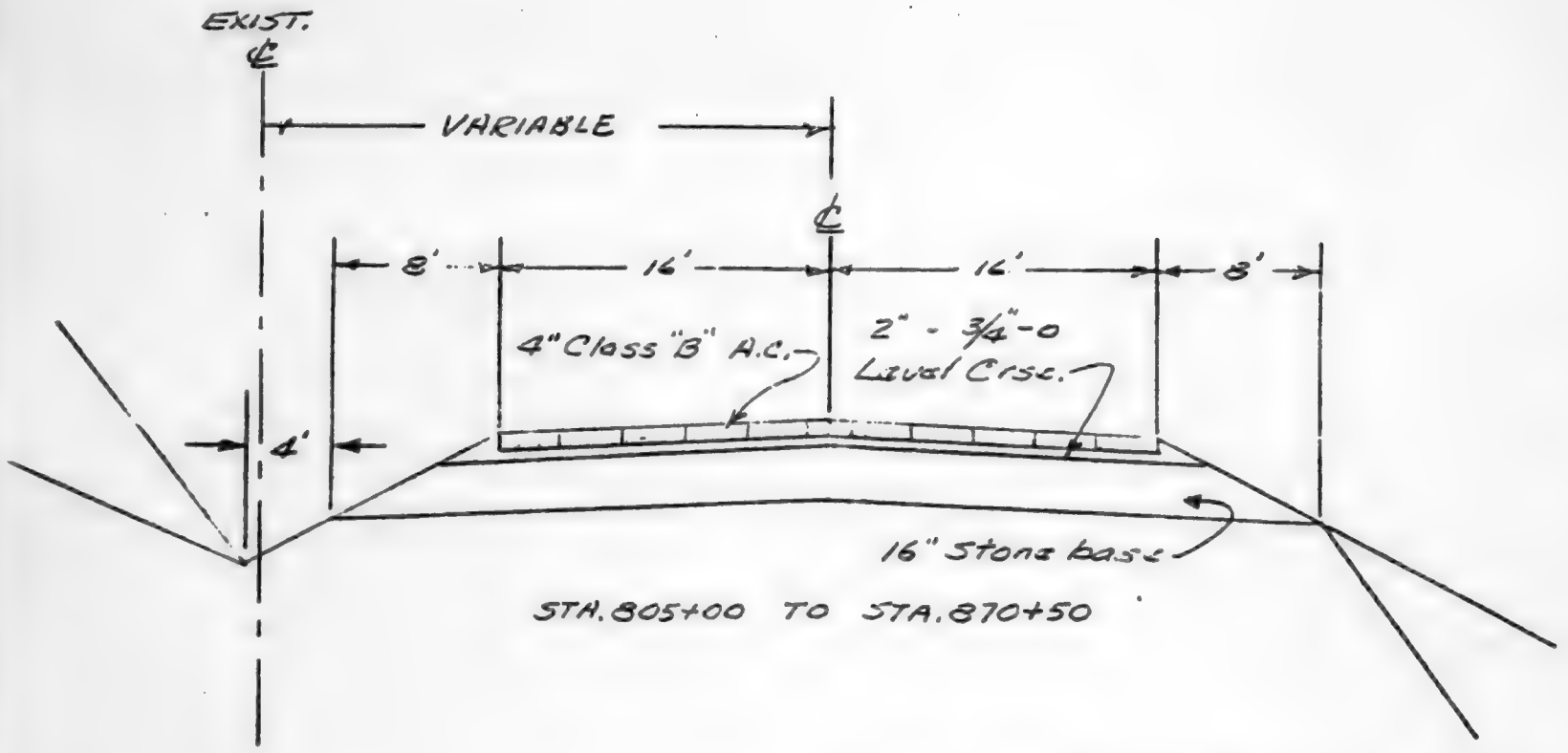
	REGION	SALEM
PRELIMINARY ENGINEERING	30,000.	34.000
RIGHT OF WAY	20,000.	20 000
TRAFFIC CONTROL	95,000.	100.000
ILLUMINATION	--	
STRUCTURES	--	
RAILROAD	--	
ROADWAY	2,341,481.	2.341 481
OTHER _____		
ENGINEERING & CONTINGENCIES	487,296.	487 296
PROJECT TOTAL	$2,973,777.	$ 2.982, 777

SUBMITTED BY J.R. HAGEDORN

TYPICAL SECTIONS
2-LANE



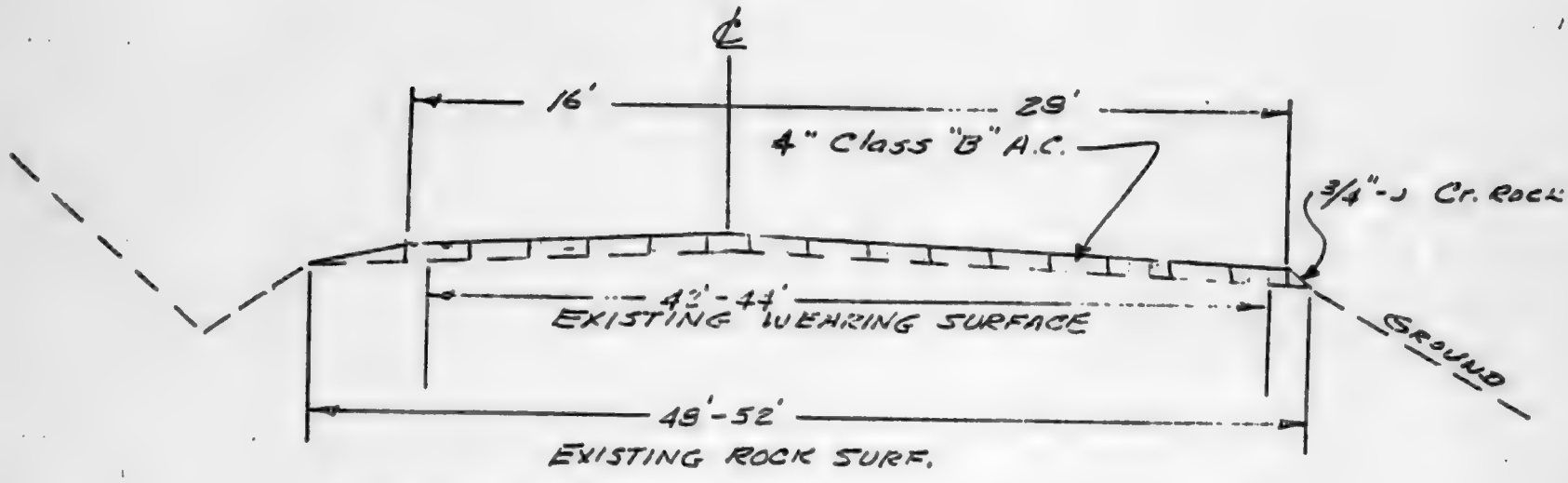
STA. ~~476+00~~ 446 TO STA. 705+00
STA. 739+00 TO STA. 805+00
STA. 914+00 TO STA. ~~933+00~~ 996+



STA. 805+00 TO STA. 870+50

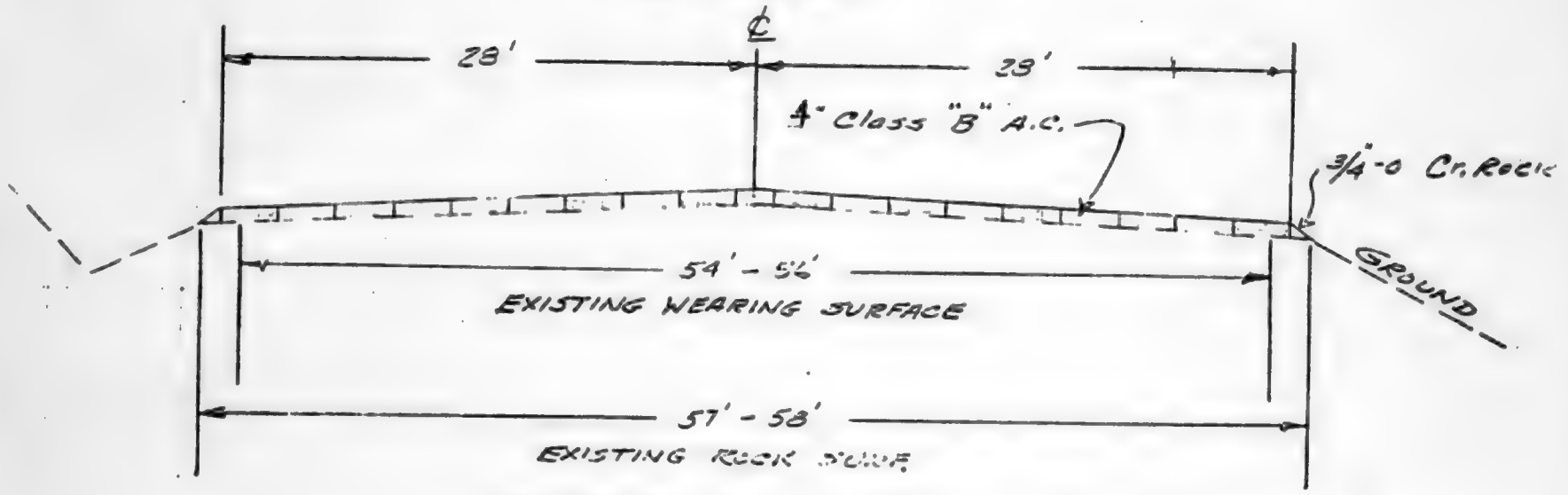
MORO - GRASS VALLEY SECT.
SHERMAN HIGHWAY
SHERMAN COUNTY
JAN., 1982

TYPICAL SECTIONS
3-LANE



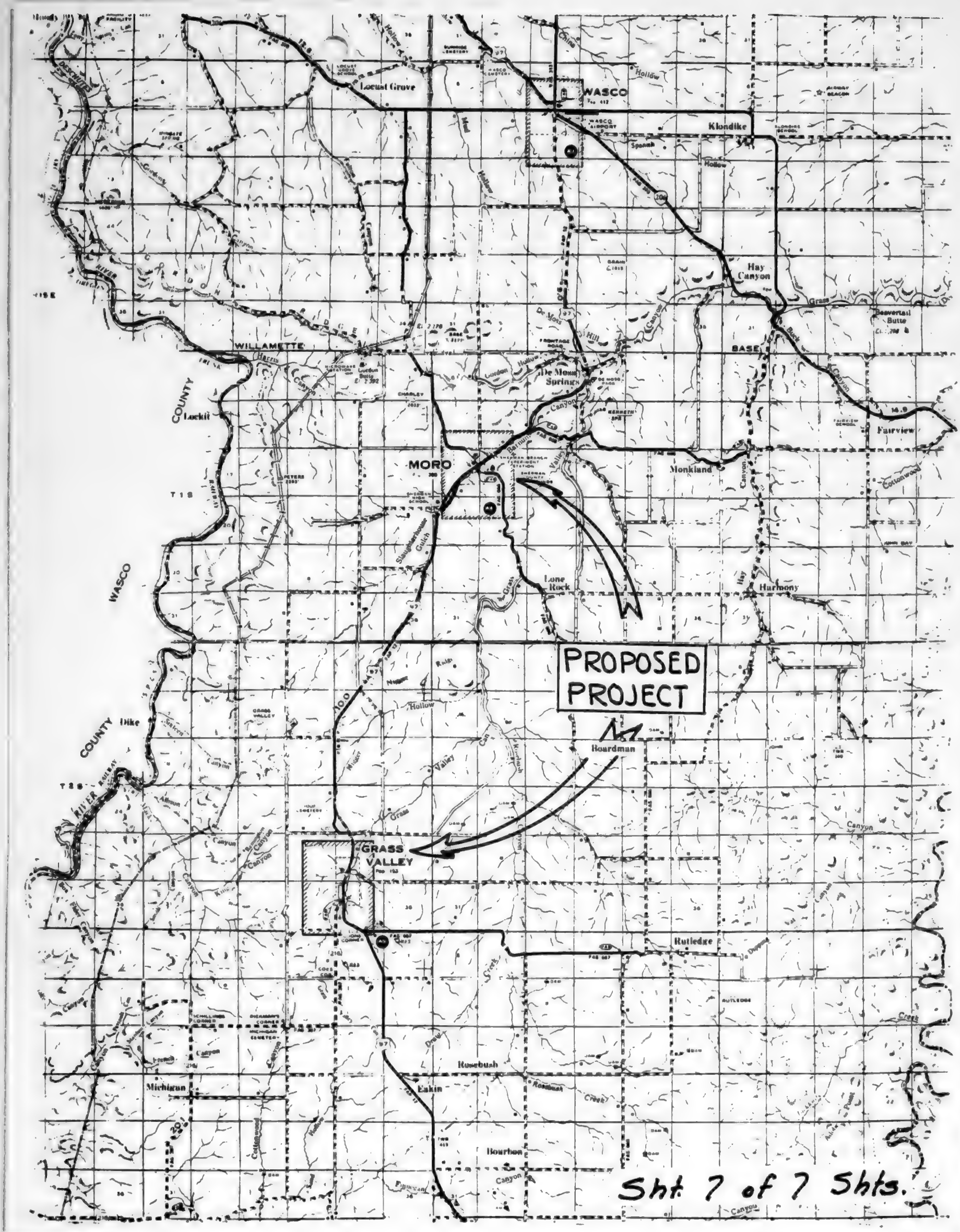
STA. 705+00	TO	STA. 707+00	TAPER FROM 2 LANE
STA. 707+00	TO	STA. 735+00	EXTRA LANE ON RIGHT
STA. 735+00	TO	STA. 737+00	TAPER TO 2 LANE
STA. 887+00	TO	STA. 891+00	TAPER FROM 4 LANE
STA. 891+00	TO	STA. 911+00	EXTRA LANE ON LEFT
STA. 911+00	TO	STA. 914+00	TAPER TO 2 LANE

4-LANE



STA. 870+50	TO	STA. 875+00	TAPER FROM 2-LANE
STA. 875+00	TO	STA. 887+00	

MORO-GRASS VALLEY SECT.
Sht 6 of 7 Shts.



Sht 7 of 7 Shts.

9671

5

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage St. S.E.
Salem, Oregon 97310, Phone: 378-3732
Toll Free Number - 1-800-452-7313

H.S. COULTER

APPLICANT: OR DOT HWY DIVISION

PROJECT TITLE: Moro-Grass Valley

DATE: 2/23/82

The State has reviewed your project and reached the following conclusions:

RECEIVED
STATE HWY ENGR
FEB 24 '82
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

XX No significant conflict with the plans, policies or programs of state government have been identified and your proposal is endorsed as presented.

☐ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency (s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

Attachment

cc: Dale E. Wilken
H.S. Coulter ✓
F.E. Terpin
J.B. Boyd
J.H. Versteeg
Gary Potter
W.J. Hart
Aeronautics Division
B.L. Gifford
Reg.(4)Engr.: D.D. Allen
Dis.(9)Engr.: R.S. Hawkins

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number

OR 820125-087-2

This number should be used on all correspondence and particularly on SF 424 as required by OMB A-95.

BEN GIFFORD

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies will be submitted to you separately and must also be included.

Kay L. Wilcox
A-95 Coordinator

9674
(2)

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
H.S. COULTER

In Reply Refer to
File No.:
PRO 6

January 22, 1982

TO: Executive Department
Federal Aid Coordination Unit

Mid-Columbia Economic Development Dist.
Wasco County Courthouse, Annex B
The Dalles, Oregon 97058

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 9
Section: Moro-Grass Valley
Highway: Sherman Highway US-97
County: Sherman

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be March 4, 1982.

BLG:bke
Attachments
cc: D.E. Wilken, FHWA
H.S. Coulter ✓
F.E. Terpin
J.B. Boyd (2)
J.H. Versteeg(3)
Gary Potter
W.J. Hart
Reg. 4 Engr.: D.D. Allen
Dis. 9 Engr.: R.S. Hawkins
Aeronautics Division
David Powers, Parks
B.L. Gifford

RECEIVED
STATE HWY ENGR
JAN 25 '82
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form 734-3122

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT [45 Department of Transportation	46] DIVISION [79 Highway				
03	12] APPLICANT ADDRESS STREET [45 Transportation Building	46] CITY [60 Salem		76] ZIP [80 97310		
04	12] CONTACT PERSON [45 D.E. Swan	46] AREA CODE [48 503	49] PHONE [55 378	56] EXTENSION [59 6563		
01	12] PROJECT TITLE [71 Moro - Grass Valley					
11	12] PROJECT LOCATION—CITY Sherman Highway US-97	PROJECT LOCATION—COUNTY Sherman	PROJECT LOCATION [79 SEC: T: R:			
05	SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK) The project would merely overlay 7.3 miles to preserve the wearing surface.					
06	12] [71 Another 1.3 miles would be re-graded to eliminate closely coupled vertical					
07	12] [71 curves with very poor sight distance. It is proposed that the re-grading					
08	12] [71 will be done only on the west side of the existing roadway, thereby refraining					
09	12] [71 from encroachment near improvements, and precluding adjustment of a power line.					
10	12] [71					

	AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	2,581,000	-----	347,000	-----	-----	2,928,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE [71 Title 23 USC Highways	
15	12] FEDERAL AGENCY NAME [45 U. S. Department of Transportation	46] FEDERAL SUB-AGENCY NAME [79 FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	[ ] 13	[ ] 14	[ ] 15	[ ] 16	[ ] 17	[ ] 18	[ ] 19	[ ] 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
[X] 21	[ ] 22	[ ] 23	[ ] 24	[ ] 25	[ ] 26	[ ] 27	[ ] 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes [X] 29 No [ ] 30 Date: January 22, 1982

(D) REVIEW REQUIRED by A-95: Yes [X] 31 No [ ] 32

(E) ENVIRONMENTAL IMPACT: Yes [ ] 33 No [X] 34

(F) HOUSING RELOCATION REQUIRED: Yes [ ] 35 No [X] 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42 March | 43] DAY [44 4 | 45] YEAR [46 1982

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: Jan. 22, 1982

VI. If project includes state funds (12C), identify agency Highway

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$_____	$_____	$_____

(c) FUNDING METHOD

	FEDERAL SHARE	STATE SHARE	TOTAL
First Year	%____ $_____	%____ $_____	%____ $_____
Second Year	%____ $_____	%____ $_____	%____ $_____
Third Year	%____ $_____	%____ $_____	%____ $_____

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number _____

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 2 Project of Categorical Exclusion according to the new environmental quality guidelines.

F-12(-)

EGON STATE HIGHWAY DIVISION
PROJECT CLASSIFICATION

A. Project Identification:

Date January 20, 1982

Section Moro-Grass Valley — City -- — Hwy. No. 42

Highway Sherman — Begin M.P. 18.57 — Length 8.65

County Sherman — Program Estimate $2,928,000.

Region 4 — Funding Source FAP

B. Purpose, Need, and Description of Project (Describe Alternatives):

The project would merely overlay 7.3 miles to preserve the wearing surface. Another 1.3 miles would be re-graded to eliminate closely coupled vertical curves with very poor sight distance. It is proposed that the re-grading will be done only on the west side of the existing roadway, thereby refraining from encroachment near improvements, and precluding adjustment of a power line.

C. Recommended Project Classification:

Project Class		Documentation	Other Documentation
_____	I	Draft and Final EIS	____ Wetlands Finding/Analysis
X	II	Categorical Exclusion	____ Endangered Species List
_____	III	Environmental Assessment	____ Biologic Assessment
			____ Cultural Resources Survey
			____ Section 106 Procedures
			____ Section 4(f) Evaluation
			____ Noise Study Report
			____ Indirect Source Construction Permit

Basis for Recommended Classification:

In accordance with 23 CFR 771.115, this project is a categorical exclusion--lanes are not being added nor are there any foreseeable significant environmental impacts.

D. Descriptions:

	Existing Facility	Proposed Facility
Number of Traffic Lanes	2	2
Median (Yes/No)	No	No
Shoulders (Yes/No, Paved/Gravel)	Yes, paved	Yes, paved
Average Daily Traffic (Volume and Year)	1700 - 1979	
Alignment (New, Combined, Existing)		Comb.
Speeds (Posted and Estimated)	55-65	55-65

E. Preliminary Identification of Environmental Impacts:

1. Estimated Right-of-Way Impacts:

Acres	8
Estimated Number of Parcels	2
Residential Relocation (No.)	none
Business Relocation (No.)	none

Describe:

R/W will be acquired only from the west side of the existing roadway. Width from zero to approximately 110 feet, for a distance of approximately 7,500 lin. ft.

2. Estimated Impact on Land Use:

Will eliminate approximately 8 acres of wheatland.

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety:

Will enhance safety by eliminating poor stopping and passing sight distance and providing a wider roadbed in the 1.3 mile grading area.

4. Estimated Impact on Rivers, Streams, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:

None

5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:

None

6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:

Name of Preparer and Phone Number: J.R. HAGEDORN 388-6185

(Attach Project Location Map)

(10-14-81)

STATE OF OREGON

STATE HIGHWAY DEPARTMENT

PLANS FOR PROPOSED PROJECT

GRADING - PAVING

MORO-GRASS VALLEY SECTION

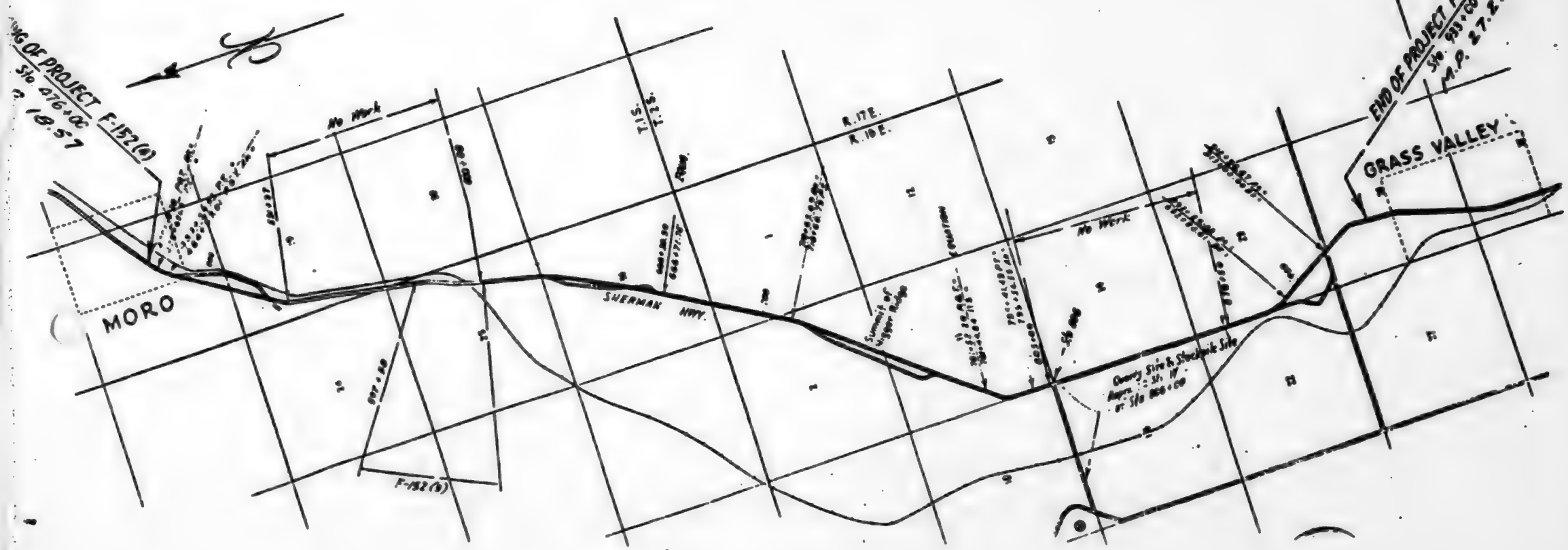
SHERMAN HIGHWAY

SHERMAN COUNTY

SEPT., 1955

Ready. Nov., 1955

RECEIVED
SEP 9 1957
OFFICE OF
DIVISION ENGINEER
BEND, OREGON



Date: June 8, 1983

PRO 6-2

To: Executive Department
Federal-Aid Coordination Unit

From: Gary A. Potter, Manager
Program Section

Subject: Federal-Aid Funding Application

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for Federal-Aid funding of the following:

Item No.	Project No.	Section Name & PNRS No.
20049	F-12(4)	Moro-Grass Valley PNRS OR 820125-087-2

DRH:bks
Enc.
cc: Dale E. Wilken, FHWA

Date: June 8, 1983

PRO 6-2

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Program Data Submission
Item No. 20049
Project No. F-12(4)
Moro-Grass Valley Section
Sherman County

Attached data consists of PR-1 forms with project maps.

It is the Oregon State Highway Division's present intention to receive bids for this project on July 14, 1983 and request Federal-Aid participation of 100 percent for reimbursement claims paid on or before September 30, 1984, in accordance with Pub. L. 97-424, Sec. 145.

A copy of the State Clearinghouse A-95 conclusions was previously forwarded.

DRH:bks
Attachments
cc: D.D. Allen (Region 4)
General Files

Budget Bureau No. 41-R2967; Approval E...

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO U.S.

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT... BUREAU O...

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

June 8, 1983

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE
CARD 2	(19) (20)	US 97, Moro to S.W. 10.42 Mi. 21	ADT	1,500	---- (70)	---- (71) (72)	10	Oregon	41 (2)

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV. ADCT	CA CLASSIF.	CA AREA	ENERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S)	NUMBER	SEQ. NO.
CARD 3	Gr., Dr. & H-T Pave (3R) 26 62	(63) (65)	(66) (68)	(69) (70)	(71) (72)	(73) (74)	(72) (73)	(74) (75)	F- 14 28	12 7	(4) 10

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME	CODE
CARD 4	Consolidated Primary	Sherman	055 (14) (16)

NAME OF URBAN AREA: ---- (17-31)

ROUTE NO.	FEDERAL-AID	STATE	U.S.
P	12 (32)	42 (36) (37)	97 (41)

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK: CLASS	WORK: TYPE	WORK: STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS (88.15%)	STATE FUNDS	OTHER FUNDS
1	(1448)	(10	41	42	43 46	53		(54) (58)	(59) (66)	(67) (70)		
5					PE							
5					ROW							
5					CONST (CODE) I000		"Moro-Grass Valley Section"			(010)	(01L)	
								10.827	2,482,000	2,187,880	294,120	
							PROJECT TOTALS	10.827	2,482,000	2,187,880	294,120	

(118) (23) (24) (33)

CARD 1	CODE 1	PREPARED BY	DRH
1	14	PROGRAM APPROVAL DATES	9-25-81 3-1-83

REMARKS

Additional Data: Item No. 20049; Projec... Nos. F-12(3) & (5).

USCOMM DU...

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

NO.

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

June 8, 1983

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
US 97, Moro to S.W. 10.42 Mi.	ADT	1,500	----	----	10	Oregon	41	010 01L	20049

PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV. AREA	DA CLEARP.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
& H-T Pave (3R)								F-	12	(4)		

FUNDS	COUNTY NAME	CODE	PROGRAM STAGE
Consolidated Primary	Sherman	055	1 OR 2

AREA	ROUTE NO.	FEDERAL-AID	STATE	U.S.
----	P	12	42	97

CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (88.15%)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	PE								
	ROW								
	CONST (CODE) I000		"Moro-Grass Valley Section"			(010)	(01L)		
				10.827	2,482,000	2,187,880	294,120		
			PROJECT TOTALS	10.827	2,482,000	2,187,880	294,120		

PREPARED BY: DRH

PROGRAM APPROVAL DATES: 9-25-81; 3-1-83

REMARKS

Additional Data: Item No. 20049; Project Nos. F-12(3) & (5).

-over

USCOMM DUSCOMM-DC 48808-P61

Moro-Grass Valley Section

Remarks continued:

Project Data: Work under this project consists of 1) Overlay with H-T pave and shoulder improvement; 2) M.P. 24.39 to M.P. 26.45 construct on modified alignment a basic two lane (2-12' travel lanes with 6' shoulders) roadway with climbing lanes where specified requiring grade drain and H-T pave; 3) utility adjustments as required and 4) incidental work common to this type of project.

Note: 1) This project is in Congressional District No. 2.
2) Included in 6 Yr. HIP on page 18 index 412.

rn

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-12(4)		
2. STATE PROJECT NO. See below		
3. FROM Dale E. Wilken, Division Administrator FHWA - Oregon Division	4. PROGRAM NO.	2A. COUNTY NAME Sherman
	5. ITEM NO. 20049	

6. TO

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
7/6/83	Primary 12	Primary 42

10. GENERAL LOCATION:

Moro - Grass Valley Section

11. GENERAL DESCRIPTION OF WORK

Grade, drain, and pave

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [xx] CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

Mr. Potter's 7/5/83 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $2,511,877. Regular Federal-aid matching ratio, appropriation code 010 $2,214,219 and increased Federal share (P.L. 97-424, Section 145) appropriation code OIL in amount of $297,658.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
JUL 15 '83
REFER TO
Potter
FOR

Info	Invest	R/D	D/R	Sign	Act	File

PROGRAM SECTION
MANAGER _____ PROJECT UNIT _____
JUL 14 1983
MAN. ASSIST. _____ PROGRAM UNIT _____
REFER TO _____
FCR _____

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
7/6/83	S. K. Hoover	for Division Administrator

FORM FH-1240 (Rev. 12-78) PREVIOUS EDITIONS MAY BE USED

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2, 2A	Typical Sections
2B	Details
2C	Summary of Prospective Material Source
2D, 2D-2, 2D-3,	Stage Construction, Temporary Protection And Direction Of Traffic
2E	Pipe Data
3-9 Incl.	Plan & Profile

Drg Nos.

5-1, 5-5, 5-6, 5H2, 2126, 2201	Temporary Protection And Direction Of Traffic
2050	- Multi-Layer Pvmt. Const.
2077B	- Approach
2085	- Fence
2091B, 2112, 2121	- Pipe Installation
2105	- Concrete Inlets
2122	- Rounding Cutbanks
2126, 2126A, 2126B, 2126D, 23257	Guard Rail
2129	- Delineators
2136	- Mailbox Supports

STATE OF O

DEPARTMENT OF TR

STATE HIGHWA

PLANS FOR PROPOSE

GRADING & P

MORO – GRASS

SHERMAN HI

SHERMAN CO

JULY, 19

16V-185

TE OF OREGON

Overall Length Of Project - 10.83 Miles

T OF TRANSPORTATION

HIGHWAY DIVISION

S FOR PROPOSED PROJECT

RADING & PAVING

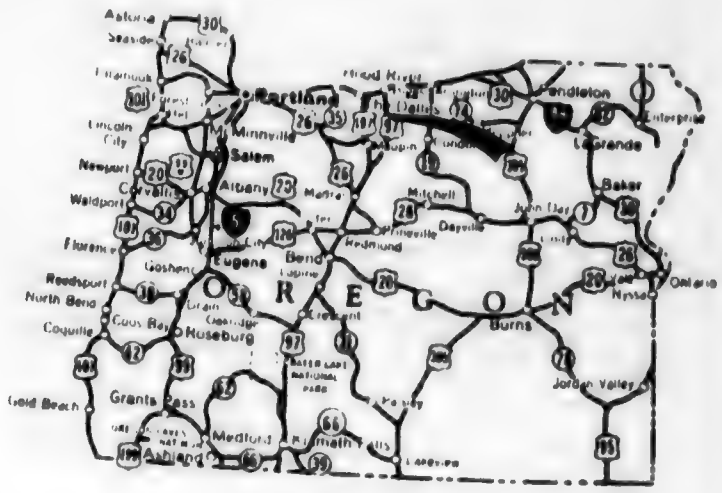
GRASS VALLEY SEC.

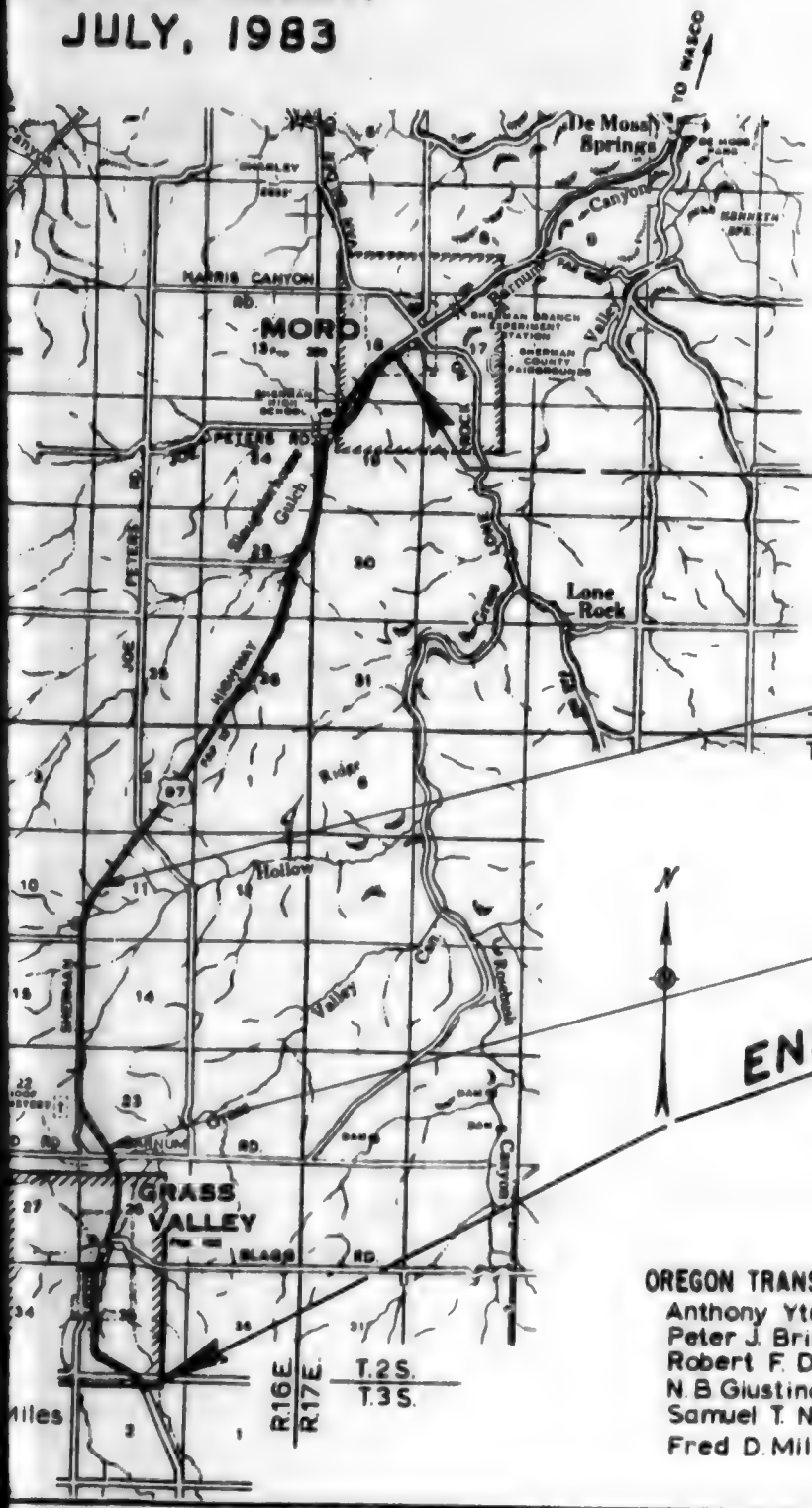
ERMAN HIGHWAY

SHERMAN COUNTY

JULY, 1983

MORO-GRASS VALLEY SEC. SHERMAN HIGHWAY SHERMAN COUNTY				SHEET No. 1
FED ROAD Dist. No	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	F-12(4)		See Index





BEGINNING OF PROJECT F-12(4)
Sta. 476+30 (M.P. 18.57)
Overlay & Widening
Sta. 781+25 (M.P. 24.35)
New Construction
Sta. 892+64.75 (M.P. 26.45)
Overlay & Widening
END OF PROJECT F-12(4)
Sta. 1048+18 (M.P. 29.40)

REGISTERED PROFESSIONAL ENGINEER 6470 OREGON OCT 30 1980 M. S. COULTER

REGISTERED PROFESSIONAL ENGINEER OREGON MAY 18, 1982 EDGAR S. HUNTER

H. S Coulter — STATE HIGHWAY ENGINEER

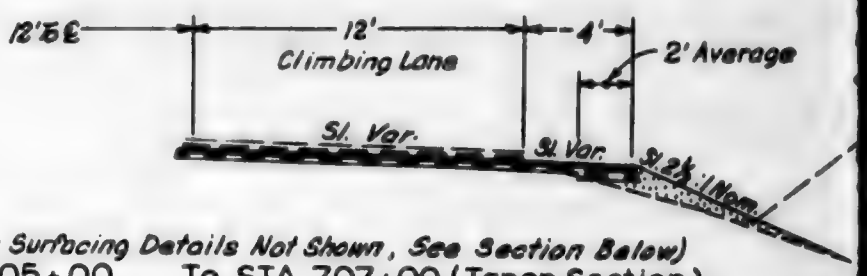
E. S Hunter — ASSISTANT STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Peter J. Brix	VICE CHAIRMAN
Robert F. Dwyer	COMMISSIONER
N. B Giustina	COMMISSIONER
Samuel T. Naito	COMMISSIONER
Fred D. Miller	DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
APPROVED
JUL 6 1983
FIELD OPERATIONS ENGINEER — DATE

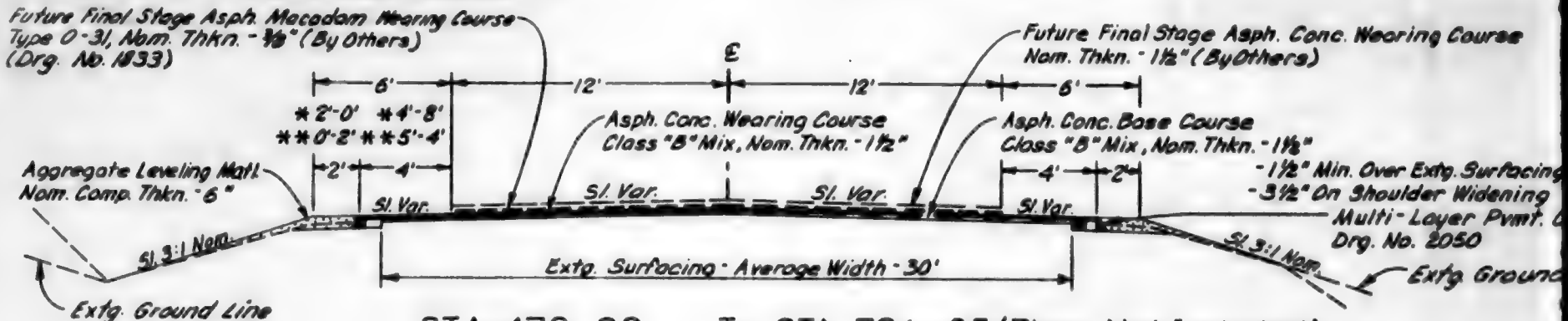
T Y P I C A L S E



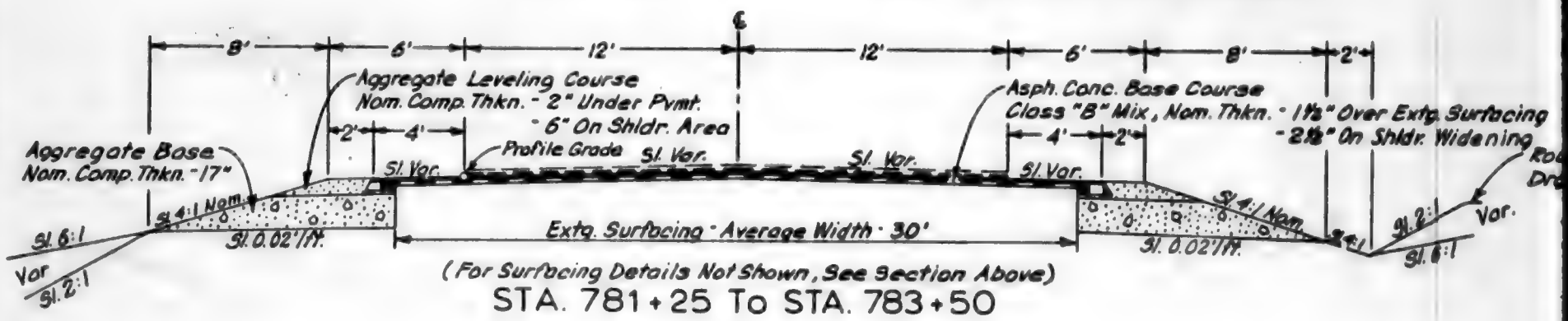
(For Surfacing Details Not Shown, See Section Below)

STA. 705+00	To	STA. 707+00 (Taper Section)
707+00	To	735+00 Rt.
735+00	To	739+00 (Taper Section)
892+64.75	To	910+00 Lt.
910+00	To	914+00 (Taper Section)

* Sta. 930+00 To Sta. 936+00 (Taper Section) Lt. & Rt.
** 970+50 To 973+50 (Taper Section) Lt. & Rt.



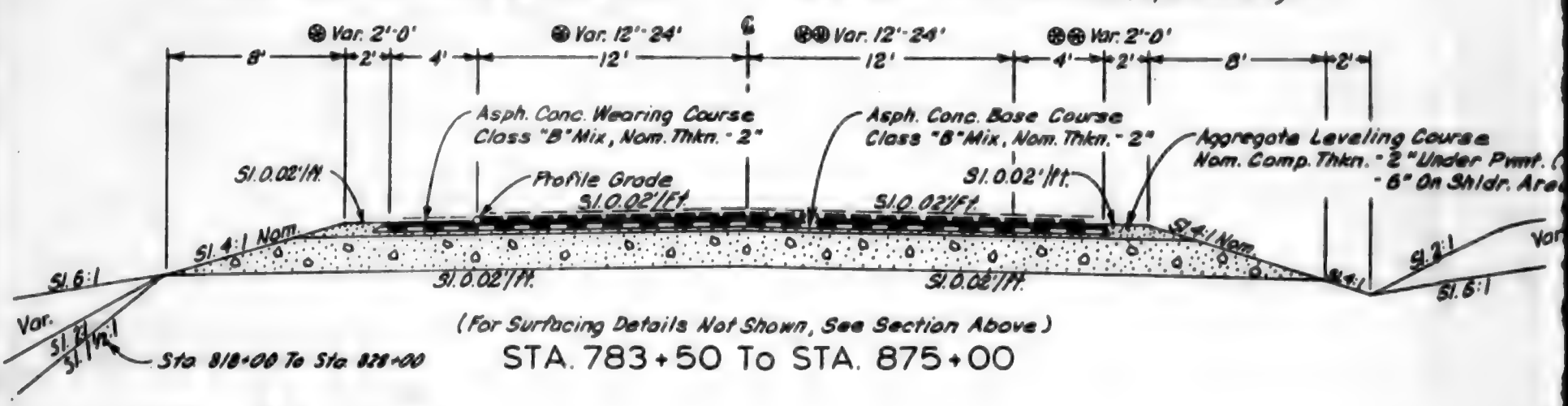
STA. 476+30	To	STA. 781+25 (Plans Not Included)
892+64.75	To	936+00 (Plans Not Included)
970+50	To	1048+18 (Plans Not Included)



(For Surfacing Details Not Shown, See Section Above)

STA. 781+25 To STA. 783+50

⊛ Sta. 870+00 To Sta. 875+00 (Taper Section) Lt.
⊛⊛ Sta. 871+00 To Sta. 875+00 (Taper Section) Rt.



(For Surfacing Details Not Shown, See Section Above)

STA. 783+50 To STA. 875+00

R/W Map Nos. 18-16-7, 78-16-16, 78-33-1, 78-33-2, 5-33-3, 68-3-2, 68-16-2 & IP-5-782

Mann, Wolfe, Metzel

16V-185

S E C T I O N S

MORO-GRASS VALLEY SEC. SHERMAN HIGHWAY SHERMAN COUNTY				SHEET No. 2
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	F-12(4)		See Index

2' Average

Sl. 2% (Nom.)

(ow)
ion)

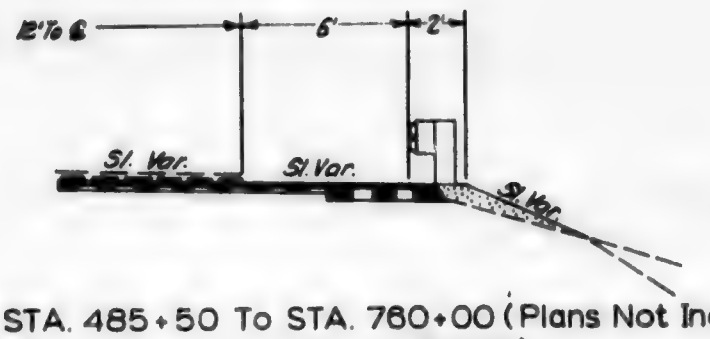
ion)

ion)

oring Course

ver Exfg. Surfacing
houlder Widening
lti-Layer Pvmt. Const.
. No. 2050

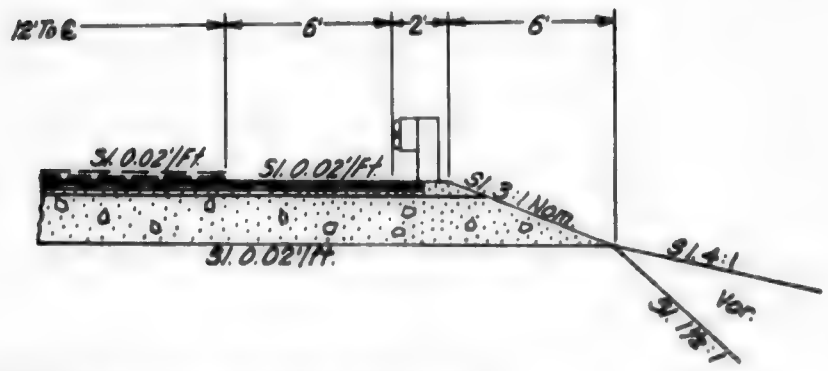
Exfg. Ground Line



STA. 485+50 To STA. 760+00 (Plans Not Included)
(For Locations, See Table, Sht. 28)

r Exfg. Surfacing
Shldr. Widening
Round Cut Banks
Drg. No. 2122

Sl. 2:1
Var.
Sl. 6:1



STA. 816+00 To STA. 829+00
(For Locations, See Plan Sht's 4 & 5)

(For Surfacing Details Not Shown, See Sections Left)

PAVING DETAIL AT GUARD RAIL LOCATIONS

ing Course
- 2" Under Pvmt. (Incl. Prime Coat)
- 6" On Shldr. Area

Sl. 2:1
Var.
Sl. 6:1

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 9, 1983

In Reply Refer to
File No.:
PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Concurrence of Award

Confirmation of your tentative concurrence as of August 4, 1983 is requested in the award of contract for the Moro-Grass Valley Section, Project No. F-12(4).

The contractor receiving the award is Ameada Mining and Construction Company, in the amount of $1,945,035.00 with Contract No. 9694 assigned. This bid was received on July 28, 1983 and awarded on August 4, 1983.

All right-of-way or rights-of-entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by FHPM 6-4-1-6 of the Federal Aid Highway Program Manual, and it will be retained in a permanent project file.

We have complied with Minority Business Enterprise requirements for Women and Minorities that are required for this contract.

All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Federal Highway Administration endorsement

Date AUG 12 1983
I concur in the award.

D. K. Hammer
for Dale E. Wilken
Division Administrator

DAR:pf

PROGRAM SECTION
MANAGER _____ PROJECT UNIT _____
AUG 15 1983
MAN. ASSIST. _____ PROGRAM UNIT _____
REFER TO _____

Form 734-3122

9674

August 19, 1983

PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
D. E. SWAN

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Moro-Grass Valley Section
Project No. F-12(4)

It has been determined that it is cost effective to do the listed non-bid items of work by "Force Account" and "extra work".

Previously, these items were justified as being in the "public interest". Documenting justification reaffirming that doing these items in this manner is cost effective, is being prepared and will be submitted for your review and approval in the near future.

Your concurrence and authorization to proceed with the listed items on this project is requested.

Permanent Pavement Striping	$12,200
Temporary Pavement Striping	3,300
Temporary Erosion Control	1,000

DAR:pf

cc: Bob Church
H. A. Mitzel

Form E-272 (Rev. 10-66)

F-12(4)

OREGON STATE HIGHWAY DEPARTMENT

PROGRAM SECTION
MANAGER _____ PROJECT UNIT _____
MAY 21 1984
DIST. _____ PROGRAM UNIT _____
REFER TO _____
FOR _____

Expected Overrun of Project Authorization

Project Moro - Grass Valley Date April 23, 1984

Highway Sherman Contract No. 9694

County Sherman Kind of Work Grading & Paving Contractor Amsada Mining and Construction Company

	Authorized	Estimated	
Contract Amount	1,945,035.00	2,181,385.00	+ 12.15%
Anticipated Items	31,300.00	31,300.00	0.00%
Contingency (4½%)	88,935.08	88,935.08	0.00%
Engineering	158,106.80	177,056.80 ~~177,014.80~~	+ 11.96%
Credits			
PROJECT COST	2,223,376.88	2,478,676.88 ~~2,478,634.88~~	+11.48%
NET INCREASE $		255,300.00 ~~255,258.00~~	

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)	Expected Amount	Net Change
(C) Aggregate Bases (Bottom & Leveling)	302,000.00	+ 4,600.00
(U) Excavating Soft Areas (Labor & Equip.)	7,500.00	+ 7,500.00
The above two (2) items are for the excavating and backfilling of soft spots in grade.		
(C) Class "B" A. C.	605,000.00	+ 115,500.00
(C) Asphalt Cement in Mixture	544,500.00	+ 103,950.00
(C) Asphalt in Tack Coat	17,600.00	+ 4,800.00
The above three (3) items are for the patching and leveling of the existing pavement.		
(C) Engineering	177,014.80	+ 18,908.00

APPROVED BY
OREGON TRANSPORTATION COMMISSION
DATE 5-15-84

Principal reasons for overruns (Continue on reverse side): Expected overrun due to the necessity to dig out areas in the roadway where mud is pumping and to backfill these areas with aggregate. Also requires additional A. C. for leveling and strenghtening weak, rutted areas. There has been considerable surface deterioration since the project was originally prepared for contract.

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by W. Reid Merritt
W. Reid Merritt
Project Manager

Confirmed by _____
Division Engineer

Noted by J. M. Jackmond
For Construction and Bridge Engineer

Noted by _____
for Deputy and State Highway Engineer

DS 5-18-84

ORDER FOR FORCE WOR.

ORDER No. 4

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WORK TO BE DONE BY State Forces (State Forces or Utility, Railroad, Local Government Unit, etc.—by name) CONTRACT No. 9694

PROJECT NAME Moro - Grass Valley DATE April 4, 19 85

HIGHWAY Sherman FAP No. F-12(4)

COUNTY Sherman PREFIX 028-1059 FUNCTION 220-04

DESCRIPTION OF WORK TO BE DONE:

Widening existing roadbed for guard rail flare and flattening of embankment slopes and other related grading and surfacing work as required.
Removal of guard rail and construction of guard rail flares as required.

LOCATION BY STATION NUMBERS:

Stations 484+00 (M.P. 18.7) to Station 494+00 (M.P. 18.9)

ESTIMATE OF QUANTITIES & COSTS:

Effective date of authorization for work 5-1-85 dlc

Labor, Materials and Equipment.....$ 6,000.00

EXPLANATION:

This work requires flattening of fill slope and building guard rail flare to facilitate shortening the length of run of guard rail to improve sight distant from a county road(old highway) connection.

Prepare a separate order for each type of force work. Submit the original as indicated below:

CONTRACT PROJECTS AND MISC: Submit original through channels to Construction Engineer in Salem. After approval copies will be sent to the Region Engineer, Resident Engineer and Highway Accounting.

TITLE II PROJECTS NOT UNDER CONTRACT: Submit original through channels to Traffic Engineer in Salem. After approval two copies will be sent to the Region Engineer and one copy to Highway Accounting.

CONTRACT PROJECTS ONLY:

Project Authorization . . . . . $ 2,478,676.88

Present estimate of costs including work under this Force Order . . . . . $ 2,522,000.00

Estimated Overrun Underrun Amount . . . . . $ 43,323.12

Estimated Overrun Underrun Percent 2

SUBMITTED BY: H. Reid Merritt

TITLE: Project Manager

APPROVAL RECOMMENDED: _____

TITLE: _____

APPROVAL RECOMMENDED: _____

TITLE: _____

APPROVAL RECOMMENDED: S Homanik
Region Engineer

APPROVED: Harold Kimes
Construction or Traffic Engineer

660 -T

DO NOT USE THIS FORM FOR FORCE ACCOUNT (EXTRA WORK) BY CONTRACTORS OR SUBCONTRACTORS ON CONTRACT PROJECTS.

Form 734-1105 (Rev. 1-78)

OREGON STATE HIGHWAY DIVISION

CERTIFICATION OF FORCE ORDER COMPLETION

PROJECT Moro-Grass Valley

STATE/COUNTY/CITY FORCE ORDER NO. 1

HIGHWAY Sherman

CONTRACT NO. 9697

COUNTY Sherman

F.A. NO. F-12(4)

DESCRIPTION OF WORK Pavement Patching
Pavement Striping

PREFIX: 28-1059

DATE WORK STARTED 10-22-84

DATE WORK COMPLETED 5-14-85

I hereby certify that all work under the above order was performed as authorized.

Date 5-14-85

Ernest W. Reynolds
SIGNATURE

T. L. M. S.
TITLE

cc: Traffic
Program Management ✓
Contract Payments
Region ___ Engineer

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
MAY 28 1985
REFER TO ___
R/D ___ ACT ___ REPLY ___
DIBC ___ INFO ___ FILE ___

Gary Potter

PROJECT INSPECTION REPORT

Oregon Department of Transportation
HIGHWAY DIVISION

Intermediate ☐
Final ☒

Project Name: Moro--Grass Valley				Contract No.: 9694
Highway: Sherman			County: Sherman	Prefix No.: 28-1059
Contract Time Elapsed %	Contract Work Completed %	Contract Work Quality	Contract Work Progress	F.A. Project No.: F-12(4)
Inspection date: May 20, 1985		By: Steve Macnab		
In company with: Reid Meritt, Dave Carter, Chet Anderson, Art Steele				

REMARKS
(Scope of inspection, Findings, Recommendations, Instructions, etc.)

This is the final inspection on the subject project. The contract called for overlaying the north half of the section and realigning and paving the south half. The final inspection was deferred until this time to review pavement placed by the contractor under Price Agreement after the paving cut-off dates in the contract. Under that Price Agreement, the contractor was held responsible for any winter damage to the section paved late in the year.

In reviewing the pavement, we saw no significant difference between the pavement placed prior to the cut off or that placed afterwards, with the exception of several patches. These patches were required to feather some low spots from the paving operation. Because of the thin nature of the patch and the cold weather, significant portions have been lost. Under the Price Agreement, the contractor is responsible for repairing these sections.

Approximately the first of August, State Forces will place a chip seal over the entire section. This work has been verbally approved by Dave Carter as a participating item, including the use of Styrelf asphalt emulsion. It is desirable to have the patching work, which the contractor is responsible for, done just prior to the chip seal to ensure the integrity of the patch. For this reason, it is in the public interest to have the patches repaired by State Forces. Reid Meritt was instructed to contact the Contractor to see if she has any strong objections to this course. If not, he will determine an appropriate price reduction and write a Force Order to have the work done by District 9 crews.

(USE ADDITIONAL SHEETS AS REQUIRED)

FINAL INSPECTION CHECKLIST

_____ Date opened to traffic or in operation
_____ Date of Second Notification
_____ Date Contractor's notice for semi-final inspection received
_____ Date Contractor removed equipment, plant, etc.
_____ Estimated submittal date of semi-final estimate
_____ Recommended acceptance date of completed contract work

Original to: Construction Engineer
Copy to: Region Engineer
District Engineer
Resident Engineer
Project Mgt. (Final Only)
FHWA (Final F.A. Only)
Project Engineer (If Applicable)

Signed Steven H Macnab

Title Region Operations Engineer

Other items reviewed included reconstruction of the guard rail at the Sherman High School entrance immediately south of Moro. This reconstruction was done by State Forces under a Force Order approved earlier this year. Construction of the guard rail by the contractor significantly reduced sight distance at the road connection. State Forces removed approximately 200' of guard rail and flattened the slopes off the shoulder to produce a safer road crossing condition. This work was done in an acceptable manner.

A significant number of the flexible Carsonite-type sight posts have worked their way loose and are lying on the ground. Since their installation, maintenance has had a continual problem of resetting these devices. Carsonite has provided an anchor which attaches to the base of the sight posts. These will be installed by State Forces and the sight posts, reset. The apparent reason for the problem is that the contractor was forced to auger a hole for the posts because of the coarse base material encountered. As a result, the backfill material was loose and did not provide a positive anchor for the posts. On future projects, if the option is given to auger, the clip-on anchor should be required and paid by the contractor.

The last item of significance is the southbound passing lane located approximately one-and-a-half miles north of Grass Valley. This is an extremely short passing lane which is partially obscured by the vertical alignment. In addition, the improved alighment to the north results in higher vehicle speeds. The result of these two features is a reduced opportunity for a passing maneuver. In order to adequately provide a passing opportunity, the passing lane should be extended to the north. However, this will require an additional expenditure which we collectively felt was not cost effective, since the passing opportunity was no longer needed at this location. The inspection group felt it highly desirable to eliminate the passing lane through restriping after the chip seal, if this could be accomplished in a reasonable manner. Removal of pavement to reduce the width of the section was not favored as a method to eliminate the travel lane. John Holcomb and I will review the section to determine if it can be restriped effectively to eliminate the passing lane.

In general, the contract work was done in accordance with the Standard Specifications and Contract Plans and acceptance of the project is recommended.

ORDER FOR FORCE WOR..

ORDER No. 5

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WORK TO BE DONE BY State Forces (State Forces or Utility, Railroad, Local Government Unit, etc.—by name) CONTRACT No. 9694

PROJECT NAME Moro - Grass Valley DATE July 12, 1985

HIGHWAY Sherman FAP No. F - 12 (4)

COUNTY Sherman PREFIX 28 - 1059 FUNCTION 240 - 05

DESCRIPTION OF WORK TO BE DONE:

Repair and correct deficiencies in paved surface.
Place Type O-31 Asphalt Macadam Wearing course over asphalt concrete pavement.

LOCATION BY STATION NUMBERS:

Station 476+30 (M.P. 18.57) to station 1048+18 (M.P. 29.40)

Effective date of authorization for work 5-20-85

ESTIMATE OF QUANTITIES & COSTS:

Materials - 323 tons Emulsified Asphalt	$91,280.00
1,575 C.Y. 1/4-10 Aggregate	15,750.00
25 tons A.C. mix	550.00
Equipment-	5,430.00
Labor -	9,950.00
	$123,500.00

EXPLANATION:

Corrective work on asphalt concrete pavement prior to sealing as provided in Section 105.12, Standard Specifications, 1974.
Placement of this wearing course included on project typical section as future work by others.

Prepare a separate order for each type of force work.
Submit the original as indicated below:

CONTRACT PROJECTS AND MISC: Submit original through channels to Construction Engineer in Salem. After approval copies will be sent to the Region Engineer, Resident Engineer and Highway Accounting.

TITLE II PROJECTS NOT UNDER CONTRACT: Submit original through channels to Traffic Engineer in Salem. After approval two copies will be sent to the Region Engineer and one copy to Highway Accounting.

CONTRACT PROJECTS ONLY:

Project Authorization . . . . . $ 2,478,676.88

Present estimate of costs including work under this Force Order . . . . . $ 2,641,500.00

Estimated ~~Overrun~~ Underrun Amount . . . . . $ 162,823.12

Estimated ~~Overrun~~ Underrun Percent 6.6

SUBMITTED BY: W. Reid Merritt
W. Reid Merritt
TITLE: Project Manager

APPROVAL RECOMMENDED: _____
TITLE: _____

APPROVAL RECOMMENDED: _____
TITLE: _____

APPROVAL RECOMMENDED: S H Marsh
Region Engineer

APPROVED: Gerald Kemper JUL 22
Construction or Traffic Engineer

DO NOT USE THIS FORM FOR FORCE ACCOUNT (EXTRA WORK) BY CONTRACTORS OR SUBCONTRACTORS ON CONTRACT PROJECTS.

T 698

F-12 (4)

Form E-372 (Rev. 10-66)

APPROVED BY
OREGON TRANSPORTATION COMMISSION
DATE DEC 17 '85

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project Moro-Grass Valley Date November 15, 1985

Highway Sherman Contract No. 9694

County Sherman Kind of Work Grading & Paving Contractor Ameada Mining and Construction Company

	Original Authorization	Increased Authorized 5/15/84	Estimated
Contract Amount	1,945,035.00	2,181,385.9900	2,184,008.04
Anticipated Items	31,300.00	31,300.00	31,300.00
Contingency (4½%)	88,935.08	88,935.08	129,500.00
Engineering	158.106.80	177,056.80	268,868.84
Credits			
PROJECT COST	2,223,376.88	2,478,676.88	2,623,676.88

NET INCREASE $ 145,000.00 = 5.8%

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)	Expected Amount	Net Change
(U) S.F.O. No. 4—Slope Flattening & Guard Rail Removal	0.00	6,000.00
(U) S.F.O. No. 5—0-31 Seal (Asphalt Macadam Wearing Course)	0.00	123,500.00

Principal reasons for overruns (Continue on reverse side): SFO No. 4 for slope flattening and guard rail removal to improve sight distance at frontage road which accesses high school. Project plans provided for future final stage 0-31 seal but funds not included in project authorization. Because of time required to complete project, the nature of surfacing and fact that paving carried over a Winter prior to acceptance, decision was made to place seal under this contract (SFO No. 5).

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by W. Reid Meritt — W. Reid Meritt, Resident Engineer

Noted by O. B. Jackmond for Construction & Bridge Engineer

Confirmed by Stephen H. Marcot — Division Engineer

Noted by Vernon E. Stewart — Deputy or State Highway Engineer

SP*22709-734

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
DEC 23 1985
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

F-12(4)

STATE OF OREGON

INTEROFFICE MEMO

Highway Construction 378-6318

FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: December 4, 1985

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Moro-Grass Valley Section
Sherman Highway, Sherman County
Contract No. 9694

This federal aid grading and paving project has been completed and it is now apparent that the final cost will exceed the project authorization by $145,000 or six percent. The authorization for this project was previously increased by action of the commission at the meeting of May 15, 1984, because of extra work required to level and reinforce the badly deteriorated pavement surface.

Placement of a seal to extend the life of the new pavement was scheduled for a future time, and funding was not provided in the authorization for this project. The seal became necessary at this time in order to preserve the pavement and maximize its useful life, adding $123,500 to the cost of the project.

Widening of the existing roadbed to provide room for building a guardrail flare for improved traffic safety increased the project cost by approximately $6,000.

Construction engineering charges overran also by the increased cost necessary to properly monitor, inspect and document the additional work.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $145,000. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: D. D. Allen
B. M. Walton
W. R. Meritt
D. L. Trout

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
DEC 04 1985
REFER TO Brock
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

81-125-1387

Form E-372 (Rev. 10-68)

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project Moro–Grass Valley Date November 15, 1985

Highway Sherman Contract No. 9694

County Sherman Kind of Work Grading & Paving Contractor Ameada Mining and Construction Company

	Original Authorization	Increased Authorized 5/15/84	Estimated
Contract Amount	1,945,035.00	2,181,385.9900	2,194,008.04
Anticipated Items	31,300.00	31,300.00	31,300.00
Contingency (4½%)	88,935.08	88,935.08	129,500.00
Engineering	158.106.80	177,056.80	268,868.84
Credits			
PROJECT COST	2,223,376.88	2,478,676.88	2,623,676.88

NET INCREASE $ 145,000.00 = 5.8%

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)	Expected Amount	Net Change
(U) S.F.O. No. 4—Slope Flattening & Guard Rail Removal	0.00	6,000.00
(U) S.F.O. No. 5—0-31 Seal (Asphalt Macadam Wearing Course)	0.00	123,500.00

Principal reasons for overruns (Continue on reverse side): SFO No. 4 for slope flattening and guard rail removal to improve sight distance at frontage road which accesses high school. Project plans provided for future jinal stage 0-31 seal but funds not included in project authorization. Because of time required to complete project, the nature of surfacing and fact that paving carried over a Winter prior to acceptance, decision was made to place seal under this contract (SFO No. 5).

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by W. Reid Meritt
W. Reid Meritt Resident Engineer

Noted by O. B. Jackman
for Construction ~~or Bridge~~ Engineer

Confirmed by Stephen H. Marsh
Division Engineer

Noted by _____
Deputy or State Highway Engineer

9694

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12,1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

7-29-91

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO (INSERT OFFICIAL OR DEPOSITARY NAMED IN PROJECT)

Treasurer of the State of Oregon

ADDRESS

Capitol Building
Salem

PAID BY

(For use of Paying Office)

STATE

Oregon 97310

VOUCHER TYPE *(Check Appropriate Block)*

		CURRENT BILLING
		OTHER PROGRESS
	X	FINAL VOUCHER (*)

VOUCHER PERIOD
FROM 07 06 83
TO 07 31 89

FEDERAL AID PROJECT NO. F 12 (4)

(*) Use Form FHWA - 1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117)

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO - RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
2,723,603.95	2,588,282.61	88.15	2,281,571.12 105,980.15	2,281,571.12 105,980.15	OIL
2,723,603.95	2,588,282.61	88.15	2,387,551.27	2,387,551.27	-0-

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements ; applicable State and Federal laws or regulations; and that no claim has been previously submitted for costs claimed.

STATE HIGHWAY AGENCY	DATE	SIGNATURE OF AUTHORIZED OFFICIAL
Oregon	7-29-91	D. Dalich

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED
$0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR -20 REV 6-76

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Moro-Grass Valley Section					
	Sherman Highway					
	Sherman County					
	Type Code 1000					
	Roadway (Sta. 446+00 to Sta. 780+00)					
	Final Contract Payment Summary	Lump Sum			A 2,156,118.93	
	SFO #1 Rem Pave Striping	All Required			7,486.23	
	SFO #4 Widen Roadbed	All Required			4,662.25	
	SFO #5 Place 0-31 Wearing Course	All Required			101,163.05	
	SFO #9 Extend Culvert	All Required			4,354.60	
	Total Type Code 1000				2,273,785.06	
	Construction Engineering					
	Final Contract Payment Summary	Lump Sum			$ 43,000.00	
	(Bid Items 1 + 10)				<2,400.00>	
	Liquidated Damages	Lump Sum				
	State	All Required			273,897.55	
	Total Construction Engineering				314,497.55	
	Total Participating Project Costs				$2,588,282.61	
	Non-Participating Project Costs					
	Final Contract Payment Summary	Lump Sum			$ 70,747.09	
	SFO #2 Relocate Telephone Cable	All Required			4,800.00	
	SFO #9 Extend Culvert	All Required			3,742.45	
	Construction Engineering	All Required			56,031.80	
	Total Non-Participating Project Costs				$135,321.34	
	Total Project Costs				$2,723,603.95	

AMOUNT CARRIED FORWARD ____

RETAKE

End

ROLL #244